

Hoover O & C
Folder 157
Summer Wells

wanted to make twenty dollars. Mitchell said that Dickson told him, Mitchell, "you have a cock-sucker up there in Compartment E; he wanted to 'blow my whistle.'" "

ALEXANDER DICKSON, a Pullman porter who was on duty in the Pullman adjoining that in which Mr. Welles was riding, stated that in the absence of Porter Mitchell he, Dickson, answered a call from Mr. Welles' compartment and that Mr. Welles said to him when he answered the door, "Come in, porter; close, and lock the door." Dickson stated that he refused to close and lock the door and that Mr. Welles then said, "It will be all right." Dickson did not say that Mr. Welles offered him any money, nor did he say why Mr. Welles wanted him to come into the compartment and close the door. Dickson stated that when Porter Mitchell returned to duty in his car he told him, Mitchell, that he needed to attend to the gentleman in Compartment E, because he did not think that he was right and that he thought he was wrong because he had a "feminine accent."

HARRY F. LUCAS, a Pullman porter was on duty in the President's car on that train. Lucas stated that he had occasion to make several trips from his car to the dining car on that morning. On one of those trips, when passing Mr. Welles' compartment, he said Mr. Welles called him into his compartment and told him to close the door and that he stepped in but did not close the door. He said that Mr. Welles asked him if he wanted to make twenty dollars but did not say what service he was to render in return for the twenty dollars. Lucas said that he got out of the room. Lucas also stated that a waiter by the name of Henry Callaway told him that he had gone into Mr. Welles' room that morning and that Mr. Welles had offered him twenty dollars if he would let Mr. Welles "go down" on him, Callaway. Lucas said that Porter Mitchell told him that Mr. Welles had been bothering him all night but did not describe just how he bothered him. Lucas also stated that on one of these trips he made to the dining car another waiter told him, as he was coming out of Mr. Welles' compartment, that "that son

of a bitch wanted to give me twenty dollars to let him 'go down' on me." Lucas said that he did not know the name of that waiter. Lucas further stated that later, in the dining car, he saw Mr. Welles hand the dining car steward a five dollar bill to have "that boy" come back to Mr. Welles' room, and as he, Lucas, left the dining car the waiter who made the previous remark concerning Mr. Welles came to Lucas and asked him to have the steward not send him back to Mr. Welles' room any more.

WALTER A. BROOKS, a conductor of the Pullman Company, had charge of that Company's interest on that trip. He stated that Porter Mitchell, in Mr. Welles' car, told him that he had answered some signals from Mr. Welles' compartment, had gone there, and that Mr. Welles asked him, Mitchell, to come in and close the door but Mitchell did not go into any further details with Brooks and said that whatever occurred there in Mr. Welles' compartment Porter Mitchell did not like it.

DAVID J. GAHAGAN, Pullman Inspector, also represented the Company's interest on that trip. He said that Porter Mitchell told him he had answered several bells from Mr. Welles' compartment that morning and that Mr. Welles had offered him money and wanted him to come in and close the door but did not state the purpose for which the money was to be given. Mr. Gahagan stated that Porter Mitchell was disturbed and excited about the incident and that Mitchell told him that he had some of the dining car waiters come to Mr. Welles' compartment at the latter's request and that the dining car waiters got out of Mr. Welles' compartment in a hurry.

JAMES L. HEWITT, a waiter of the Southern Railway Company on duty in the dining car on that train, stated that Mr. Welles asked him in the dining car early that morning whether he wanted to make twenty-five dollars, to which Hewitt replied that he did, and

that Mr. Welles told him to come back to his compartment. He said that Mr. Welles did not tell him what he expected him to do for the twenty-five dollars. Hewitt said that he was afraid to go to Mr. Welles' room, that he was suspicious of him, and that he was "funny". He said that he did not think that Mr. Welles was a "he-man". He said that when Mr. Welles offered him the twenty-five dollars to come back to his room he thought that Mr. Welles did so in order that he could "French" him, Hewitt. Hewitt said that he served Mr. Welles again in the dining room that morning. Hewitt also stated that he learned from the steward that Porter Mitchell had come back from the Pullman and told the steward that Mr. Welles wanted Hewitt to come back to his compartment and that he then told the steward he did not want to go to Mr. Welles' compartment, and related the incident concerning the offer of twenty-five dollars from Mr. Welles. Hewitt stated that he told Mr. F. F. Kusch, of the Southern Railway Company, who was on that train, of Mr. Welles offer of twenty-five dollars. Hewitt further said that when he, accompanied by the steward, started back for Mr. Welles' compartment, they saw Walter Stone, deceased, on his way back from Mr. Welles' compartment to the dining car and Stone remarked that Mr. Welles is "funny". Hewitt also said that he heard Porter Mitchell say that Mr. Welles had been acting "funny" and bothering him all night.

HENRY CALLAWAY, a waiter assigned to duty in the dining car on that train, stated that he was instructed by the steward to take a pot of coffee to Mr. Welles' compartment, which he did, and that when he got to the door Mr. Welles asked him to close the door, and that he left the room, closing the door as he did so. Callaway stated that Porter Mitchell thereafter came to the dining car and told him that Mr. Welles wanted him to come back and get the money for the coffee, which he refused to do, because he did not want to have anything further to do with the situation; that a few minutes later Porter Mitchell returned again to the dining car and had with him one dollar in payment for the coffee, which cost twenty cents, and that Mitchell

told him that Mr. Welles insisted on him, Callaway, bringing the change back to him; that he did take the change back and on this trip back to the compartment Mr. Luther A. Thomas, of the Southern Railway Company, and a Secret Service man, stood on the outside of the door to Mr. Welles' compartment; that he gave Mr. Welles the change and the latter gave him a tip. He said that Mr. Welles attempted to say something to him but he paid no attention to it and got out of there, thanking Mr. Welles as he left.

SIDNEY J. BADEAUX, steward on duty in the dining car, stated that when he left his duty status at midnight of September 17, 1940, Mr. Welles was in the dining car and when he returned to duty shortly after five a.m. of September 18, 1940, Mr. Welles was still in there; that during the morning Mr. Welles handed him a ten dollar bill, out of which the check was paid, and that Mr. Welles gave him, Badeaux, five dollars, leaving the dining car at the time; that he, Welles, returned to the dining car shortly thereafter and asked Badeaux to send a pot of coffee to his compartment, which he did, instructing Walter James Hewitt to take it; that Hewitt returned to the dining car within a short time, excited, and said there was something wrong with "that man", meaning Mr. Welles, in Compartment E, or words to that effect. Mr. Badeaux said that Welles again returned to the dining car a short time later and wanted another pot of coffee, which Badeaux sent to his compartment b, Walter John Stone, deceased; that when Stone returned to the dining car from Mr. Welles' compartment he was worked up and excited. Badeaux stated that a short time later Mr. Welles again came to the dining car and wanted another pot of coffee, which was sent to him by Walter Henry Callaway; that when Walter Callaway returned to the dining car he seemed disturbed and excited, and that Badeaux then reported the matter to Mr. W. F. Kusch, manager of the dining car service of the company, who was on the train.

WILLIAM F. KUSCH, manager of the dining car service of the Southern Railway Company, was on board the train on that trip. He stated that he saw Mr. Welles in the dining car on that morning of September 18, 1940, at about six thirty o'clock; that

he saw him leave there and go to his compartment; that a short time thereafter Porter Mitchell came into the dining car and said that Mr. Welles wanted that "same waiter" to come to his compartment; that he recalls telling Hewitt to go back to the compartment but instead of that Hewitt went into the pantry of the dining car; that Mr. Welles came into the dining car a short time later and was served by Waiter Hewitt; that Mr. Welles left, and a short time after that Porter Mitchell again came to the dining car and said that Mr. Welles wanted "the same waiter" who had just served him back in his compartment. Kusch stated that he then made inquiries as to why Mr. Welles was not being waited on and that Waiter Hewitt informed him that he was afraid to go to Mr. Welles' compartment and related that Mr. Welles had previously made him a "proposition" that morning, at which time he, Welles, had offered Hewitt twenty-five dollars. Kusch stated that Hewitt told him that Mr. Welles was "Queer". Kusch stated that Walter John Stone, deceased, went to Mr. Welles' compartment that morning and returned to the dining car excited and sweating and said that Mr. Welles was "funny" or "crazy". Kusch stated that he asked Stone why he made that remark and that Stone related that when he went into Mr. Welles' compartment the latter slipped behind him, closed the door of the compartment, opened his, Stone's, tie and began to unbutton Stone's coat and told him to take off his clothes and get on the bed. Kusch said that Stone related that Mr. Welles while in the room pulled out a roll of money and said, "I will give you twenty dollars, fifty dollars, or even one hundred dollars; money makes no difference to me." Kusch stated that Porter Mitchell, after the foregoing, came into the dining car and said that Mr. Welles wanted Waiter Stone back in his compartment but it was decided at that time not to send any other waiter back there; that at about that time Mr. Welles again entered the dining car, went to the pantry thereof, and in a very angry tone of voice asked "Where is that waiter". Kusch said that the morale of the dining car crew was very much upset and disturbed over the incident.

MR. LUTHER A. THOMAS, Assistant to the Vice President of the Southern Railway Company, was on board that train. Mr. Thomas stated that Mr. Kusch, manager of the dining car service, reported the

matter to him early that morning, relating the experiences of the waiters and his observations as contained in Mr. Kusch's statement in the paragraph next preceding. Thomas stated that he then got Mr. Dale Whiteside, of the United States Secret Service, whereupon Porter Mitchell and Waiters Stone, deceased, and Callaway were called and related to him and Whiteside, in the presence of Kusch, virtually the same statements contained herein, excepting that Thomas said that Porter Mitchell told him Mr. Wellesaid, "If you want to make twenty dollars take your clothes off and stay in here with me twenty minutes." Thomas also stated that Waiter Stone, when he interviewed him, appeared to be very excited, was perspiring freely, and made the remark, "That man back there must be crazy," meaning Mr. Welles, and "beat anything he had ever seen;" that Stone had run into people like that before but that Mr. Welles was the worst he had ever encountered. Thomas stated that Stone claimed that Mr. Welles pulled his bow tie loose, attempted to unfasten Stone's collar, and that Stone related that Mr. Welles said that he would give him twenty dollars to take every piece of clothing off and stay in there with him for twenty minutes; that Stone claimed that Mr. Welles showed him a considerable roll of money, adding that money was no object, and that he would give him thirty, forty, and even one hundred dollars if he would do as he said. Thomas stated that he and Whiteside watched the door of Mr. Welles' compartment while Waiter Callaway took a pot of coffee into the compartment but they did not hear any proposals made by Welles to that waiter. Mr. Thomas said his investigation disclosed that Mr. Welles had been drinking and no doubt was intoxicated.

MR. DALE E. WHITESIDE, of the United States Secret Service, did not remember the names of the waiters but generally corroborated the statements of Mr. Luther A. Thomas in respect to this matter.

Officials of the railroad company and of the Pullman Company, as well as Secret Service representatives, have stated the Pullman Company employees and the dining car employees on this train were selected

for service thereon because of their long services, their dependability, reliability and good reputations.

Inquiries have disclosed that where credit records exist of these employees such records are satisfactory.

No criminal records have been found concerning any of these persons, save of James L. Hewitt, and as to him it was reported that he was arrested in Cincinnati in 1934 for disorderly conduct but the charge was dismissed, and he was arrested in 1935 on the same charge but the case was dismissed.

The other instance of alleged misconduct on the part of Mr. Welles is alleged to have occurred on board a Pennsylvania Railroad train on September 28, 1940, while Mr. Welles was enroute from Washington, D. C., to Cleveland, Ohio, in which city he made a speech on September 28, 1940.

WILLIAM GOINS, a lounge car attendant and Pullman Company employe on board that train, stated that while he was serving Mr. Welles some scotches and sodas in the lounge car Mr. Welles asked him if he wanted to make thirty dollars, to which Goins replied that he was on the train to make money and that he told Mr. Welles that thirty dollars was a lot of money. Goins said that Mr. Welles then told him to come back to his room in one of the Pullmans, but did not say what he wanted him, Goins, to do there for the thirty dollars. Goins told Mr. Welles he could not leave his car and then Mr. Welles told him he would give him fifty dollars to come to his room, but did not say for what purpose. Goins said he told a Pullman porter whose name he does not know that Mr. Welles had been pestering him all night.

THOMAS WILLIAMS, aged fifty-eight, a Pullman porter, assigned to duty on the car in which Mr. Welles had a compartment, stated that he was in bed in the smoking room of that car when Mr. Welles came in there, summoned him, and asked him through the curtain how old

he was, to which Williams replied that he was fifty-eight; that Mr. Welles then told him that he wanted to see a boy in drawing room A, his compartment, for a few minutes, and that he, Porter Williams, then told Mr. Welles to ring the bell and the porter in the next car would answer. Williams stated that after arising he saw Pullman Porter Boston taking Mr. Welles to his drawing room, enter it with Mr. Welles, the door was closed, and Porter Boston remained in there for a moment or two, but that he, Williams, had no conversation with that porter about Mr. Welles.

FRANK E. LEWIS, a Pullman porter on that train, stated that he was answering signals from Porter Williams' car that morning; that he answered one ring from Mr. Welles and that the latter asked him where his porter was, in reply to which Lewis informed him that he was off duty at that time.

EDORN BOSTON, a Pullman porter on the same train, stated that he was answering bells in the lounge car that morning while the attendant was off duty and responded to a call from Mr. Welles, who was in the lounge at the time; that Mr. Welles wanted him to serve him a drink but he told him he could not do so as the bar was closed; that he then took Mr. Welles to drawing room A in one of the Washington pullmans, whereupon he left the room but was called back and was told by Mr. Welles to come inside and close the door. Boston said he pushed the door to but kept one hand on it all the time, and that Mr. Welles said to Boston he "wanted me for some screwing purposes." Boston said he replied, "Screwing purposes?" and Mr. Welles said, "Yes." Boston said that he then told Mr. Welles that he did not do that kind of thing; that Mr. Welles then told him he would give him twenty dollars, and that he replied that money meant nothing to him in a matter of that kind. Boston stated that Mr. Welles then offered him fifty dollars and that he left him and had nothing more to do with him. Boston stated that he told the railroad conductor and the railroad brakeman that Mr. Welles wanted him for "some screwing purposes."

HENRY E. SANFORD, Pullman conductor on this train, stated that he saw Mr. Welles in the smoking compartment of the Pullman in which Porter Williams was in bed, but heard no conversation between Mr. Welles and Williams. Sanford says that he saw Mr. Welles in the lounge car when Attendant Goins was on duty but heard none of the conversation between them. Sanford said that the next morning Porter Williams told him that Mr. Welles had "tried to make me," meaning Williams, "during the night." Sanford also said that he questioned Attendant Goins the next morning and the latter told him that Mr. Welles had asked him some questions during the night but that he, Goins, just "played dumb." Sanford stated that Goins did not tell him that Mr. Welles had tried to proposition him and inasmuch as Goins appeared not to want to talk about it he did not discuss the matter further.

MR. ELMER C. STEPHENS, conductor of the Pennsylvania Railroad, stated that he saw Mr. Welles in the lounge car that morning seeking to purchase a drink after hours; that a Pullman porter took Mr. Welles back to his room and when this porter returned from Mr. Welles' compartment the porter told Stephens that Mr. Welles had made an improper and indecent proposition to him, offering him fifty dollars for his services in connection therewith. Mr. Stephens said that he asked the porter to relate in his own words what kind of a proposition Mr. Welles had made and that the porter replied that Mr. Welles had offered him fifty dollars for the porter "to suck him," meaning Mr. Welles. Stephens said that Mr. John S. Kiscock, an employe of the Pennsylvania Railroad on that train, was present when this porter made this statement and that Mr. Kiscock "ridded" the porter, by saying "What do you mean? You turned down fifty dollars to suck a nice, clean dick?" and that the porter replied that he would not accept five thousand dollars to do such a thing. Mr. Stephens said that he knew Mr. Welles' identity in this matter, for the reason that he had an order from the railroad company instructing that Mr. Welles be given special attention on that trip. Stephens said that Mr. Welles had been drinking very heavily.

MR. JOHN S. KESSOCK, a baggage-master of the Pennsylvania Railroad assigned to that train, corroborated generally Mr. Stephens with respect to the statement attributed to the porter, and said that he did "kid" the porter by saying to him, "You could not earn fifty dollars any easier than that," to which the porter replied, in effect, "You have to work three years to become a carpenter or a bricklayer but it takes only one suck to make a cock-sucker."

Officials of the Pullman Company stated that the Pullman employees mentioned in connection with this incident are dependable, trustworthy and reliable.

Inquiries have failed to disclose any criminal records on these individuals and where credit records were found concerning any of them they were satisfactory.

Respectfully,

August J. Trautman
Special Agent in Charge.

for SAJ Teaney
for FOIA use.
LB

January 27, 1941

MEMORANDUM

The following is a summary of affirmative information developed into the allegations of misconduct on the part of Under-Secretary of State Sumner Welles, the first allegation being that Mr. Welles made improper proposals to colored male employees aboard the Presidential train en route from Jasper, Alabama to Washington on September 18, 1940.

Samuel C. Mitchell, Pullman porter in whose car Mr. Welles had a compartment executed a signed statement to the effect that Mr. Welles called him on four occasions in the vicinity of 8:00 A. M. and on one occasion offered him \$25 but did not state for what purpose the money would be given to him. Mitchell saw several colored waiters enter and leave Welles' stateroom and on one occasion heard Welles ask a waiter if he wanted to make \$20 and thereafter heard Welles say to the waiter "Pull off your clothes." Mitchell was told by the porter in the adjoining car that Welles had asked him if he wanted to make \$20. Mitchell reported these incidents to the Pullman conductor, the Pullman inspector and they corroborate his statements as to the information he reported.

Alexander Dickson, Pullman porter in the car adjoining that of Welles, executed a signed statement that he answered a call to Welles' compartment and that Welles told him to come in, close and lock the door. He refused to do this and Welles said, "It will be all right." Dickson later told Porter Mitchell he did not think Welles "was right."

Mary Lucas, Pullman porter on duty in the President's car while passing Welles' compartment, was told by Welles to come into his compartment and close the door. He stepped into the compartment but did not close the door and Welles asked him if he wanted to make \$20 but did not say what service was to be rendered for the \$20. Lucas said he left the room and was subsequently told by a dining car waiter on the train that Welles had offered him \$20 if he would let Mr. Welles "go down on him." Lucas saw Welles give the dining car steward a five dollar bill to have a colored waiter come to his compartment and this waiter asked Lucas to request the steward to send him to Welles' room.

Walter A. Brooks, conductor and David J. Schagan, Pullman inspector, corroborate the fact that these Pullman porters reported these incidents to them shortly after they occurred.

James L. Smith, dining car waiter, was asked by Mr. Welles if he wanted to make \$25. He replied he did and Welles asked him to come back to his compartment. Welles did not tell him what he expected him to do. Smith was a rail to go to Welles' room and states he learned from the steward that Porter Mitchell had come to the dining car at Welles'

request to have him go to Welles' compartment. Hewitt advised the superintendent of the dining car service of the approach Welles made to him and the superintendent confirms the report.

Henry Callaway, waiter, was instructed by the steward to take a pot of coffee to Welles' compartment and when he arrived Welles asked him to close the door. Callaway left the room closing the door as he did so. Porter Mitchell later came to the dining car and said Welles wanted him to come back to his compartment for his money. Callaway refused to do so and the porter subsequently brought him \$1 in payment for the coffee and said Welles insisted on Callaway's bringing the change back. He took the change back but took a Secret Service man and an official of the railroad company with him. He handed Welles his change and as Welles started to say something he hastily left the room.

Sidney J. Badeaux, dining car steward, and William F. Kusch, manager of the dining car service, corroborate the fact that the waiters reported these facts to them. John Stone, now deceased, reported to Kusch and Badeaux that when he went to Welles' compartment with coffee Welles offered him \$25. Stone claimed that when he went into Welles' compartment Welles closed the door, opened Stone's tie and began to unbutton his coat, telling him to take off his clothes and get on the bed. Stone told Kusch and Badeaux that Welles offered him \$20, \$50 and even \$100. Stone hurriedly left the compartment and according to Badeaux and Kusch was badly upset and nervous when he returned to the dining car. Later Welles sent the porter in his car to the dining car requesting Stone to return to his compartment but Stone refused. Later Welles went to the dining car looking for Stone who hurriedly left the car when he saw Welles approaching. The facts in this matter shortly after they occurred were reported to Dale E. Whiteside of the United States Secret Service aboard the train.

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It was alleged that Mr. Welles approached colored Pullman employees on a Pennsylvania train on September 20, 1940 while en route from Washington to Cleveland.

William Goins, lounge car attendant, states Welles asked him if he wanted to make \$30 and being asked what he would have to do Welles told him to come back to his room in one of the Pullmans but did not say what he wanted Goins to do. Goins told Welles he could not leave his car and Welles then offered him \$50 to come back to Welles' compartment. Goins later that night told a Pullman porter that Welles had been pestering him all night.

Thomas Williams, a Pullman porter on duty in the car in which Welles was traveling was in bed in the smoking room of the car when Welles awakened him, asked thereby the curtain how old he was to which

he replied fifty-eight, and that Welles then told him he "wanted to see a boy" in his drawing room. Williams told Welles to ring the bell for the porter.

Edorn Boston, Pullman porter, while answering bells responded to a call from Welles who was in the lounge. Welles wanted him to serve a drink but he told him the bar was closed. He accompanied Welles to his drawing room and as he was about to make his departure Welles told him to come inside and close the door. He pushed the door closed but kept one hand on it and claims that Welles said he wanted him for "some screwing purposes." Boston said he replied, "Screwing purposes?" and Mr. Welles said, "Yes." He told Welles he did not do that kind of thing. Welles told him he would give him \$20 and then \$50 but Boston told Welles money meant nothing to him in a matter of that kind.

Henry E. Sanford, Pullman conductor on the train, stated on the morning following this incident porter Williams told him Welles tried "to make me during the night" and that when he questioned Goins the latter told him Welles had asked him some questions during the night but that he "played dumb."

Elmer C. Stephens, conductor of the Pennsylvania Railroad on this train, was told by a Pullman porter that Welles had made a "proposition" to him and offered him \$50. Stephens and John S. Kiseock, baggage master on the train who heard the porter report this to Stephens, kidded the porter about the incident.

There is every indication that Welles had been drinking considerably on both of these occasions.

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JOHN EDGAR HOOVER
DIRECTOR



RPK:TD

Federal Bureau of Investigation
United States Department of Justice
Washington, D. C.
December 23, 1941

MEMORANDUM FOR MR. D. M. LADD

Re: J. Winston;
Special Inquiry

I spoke with SAC McKee regarding this case today and inquired as to the present status of it. He stated that SA McKinley, who has been investigating the case, is presently engaged in reviewing the material developed so far, with the idea of determining what future action might be productive and that a report reflecting the results of this review will be submitted to the Bureau in the very near future.

McKee suggested the possibility of having SA McKinley, in connection with the review of the current investigation, gain access to the confidential report which is in Mr. Tamm's office and which was reviewed hastily by Mr. McKee, so that the background material in the confidential report which is, of course, most significant in connection with the present investigation, might be correlated with the current material in an effort to develop some logical leads. I told Mr. McKee that I would submit his suggestion for consideration and that he would be appropriately advised.

Respectfully,

E. P. Kraver
E. P. Kraver

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Tracy _____
Mr. Rosen _____
Mr. Carson _____
Mr. Coffey _____
Mr. Hendon _____
Mr. Quinn Tamm _____
Mr. Holloman _____
Mr. Harbo _____
Tele. Room _____
Tour Room _____
Mr. Nease _____
Miss Beahm _____
Miss Gandy _____



Federal Bureau of Investigation
United States Department of Justice
Washington, D. C.

JKM:BK

October 22, 1941

MEMORANDUM FOR MR. TAMM

Re: J. WINSTON, with aliases;
INTERNAL SECURITY
SPECIAL INQUIRY

Pursuant to your instructions, I had Mr. Thurston contact Mr. Berle's office yesterday where he was furnished the attached yellow State Department paper copy of a telegram received yesterday at the State Department addressed to Sumner Wells and signed J. Stone, Pullman Porters' Union. Subsequently the Washington Field Office, through appropriate arrangements with a confidential informant in Western Union, secured the original of this telegram and also the original of another telegram which was filed at the same time and addressed to the Honorable Cordell Hull, State Department, bearing the same signature. Attached hereto are photostatic copies of the two original wires in the handwriting of the subject.

The original handwritten wires have been forwarded to the Technical Laboratory with a request that they be immediately processed for latent fingerprints and that handwriting examinations be made in an effort to identify them.

The Washington Field Office is this morning continuing with the investigation through the employee of Western Union who received the telegrams from the subject, through the Pullman Company, and such other logical leads as may be available. I shall advise you of progress in the matter later today as information becomes available from the Washington Field Office.

Respectfully,


D. M. Ladd

Attachments

Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Tracy _____
Mr. Rosen _____
Mr. Carson _____
Mr. Coffey _____
Mr. Hendon _____
Mr. Quinn Tamm _____
Mr. Holloman _____
Mr. Harbo _____
Tele. Room _____
Tour Room _____
Mr. Nease _____
Miss Basham _____
Miss Gandy _____

TELEGRAM RECEIVED

FROM

200U H 3

W-Washington, D. C., 9:15 A.M., Oct. 21, 1941.

Summer Welles,

Washington, D. C.

Urgently advise your immediate resignation for our Country's
good.

J. Stone,

Pullman Porters Union.

10:12 A.M.

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

NEEDLE

CHERRY
26
EXECUTING INFORMATION ON
TIME FILED

Let's remind, which are hereby agreed to:

7-11-60

State of Tennessee
County of Davidson
I, _____, Clerk of the Court, do hereby certify that the within and foregoing is a true and correct copy of the original as the same appears from the records of the Court.

WALKER

St. Louis, Mo.

THE

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1975

Sender's telephone number:

JOHN EDGAR HOOVER
DIRECTOR



GCB:ggm

Federal Bureau of Investigation
United States Department of Justice
Washington, D. C.

October 22, 1942

MEMORANDUM FOR THE DIRECTOR

Pursuant to your instructions, the writer called Mr. Henry Thomas of the State Department at approximately 7:10 P.M. and informed him that unforeseen circumstances had arisen which would make it absolutely impossible for you to meet with Mr. Hull at 9:00 A.M. October 23, 1942.

Mr. Thomas stated he would immediately call Mr. Hull and inform him that you would be unable to meet him.

Respectfully,

G. C. Burton
G. C. Burton

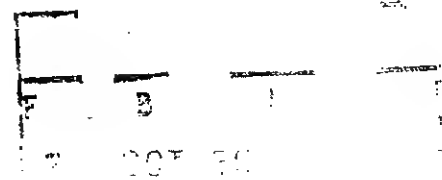
Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Coffey _____
Mr. Hendon _____
Mr. Kramer _____
Mr. McGuire _____
Mr. Harbo _____
Mr. Quinn Tamm _____
Tele. Room _____
Mr. Nease _____
Miss Beahm _____
Miss Gandy _____

FOR DEFENSE



BUY
UNITED
STATES
SAVINGS
BONDS
AND STAMPS

*Memo Transmitted
Tolson + ...
10-29-42*



SECRET

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SECRET

October 29, 1942

APR 14 1975

for SA J. L. Tierney
for FOIA use,
LB

MEMORANDUM FOR MR. TOLSON
MR. Tamm

On October 24, 1942, at the request of the Secretary of State, I called at the Fordman-Park apartment of Mr. Hull.

Mr. Hull stated that Mrs. Hull had heard from the wives of several Senators various stories concerning the improper actions of the Under Secretary of State, Mr. Sumner Welles, which gave Mr. Hull a great deal of concern. Mr. Hull stated that he understood I had made an investigation into these matters about a year ago, and he inquired as to whether I could make available to him the report upon the same so that he might be able to evaluate the evidence as the rumors and stories were becoming more wide-spread concerning Mr. Welles. I told the Secretary that I had made such an investigation as he referred to, at the request of General Watson, Secretary to the President, and that I had had the various persons reported to have knowledge of Mr. Welles' activities interviewed, and a report prepared of these interviews, which I transmitted to Mr. McIntyre, one of the other Secretaries of the President. I told Mr. Hull that I did not have a copy of the report available. I suggested to the Secretary of State that he contact Mr. McIntyre to obtain access to the report which I had prepared and delivered to Mr. McIntyre about a year ago.

Mr. Hull discussed at some length the stories which are in circulation concerning Mr. Welles, and I stated to Mr. Hull that practically all of the persons interviewed by the FBI had stated in substance the same story concerning Mr. Welles' misconduct. I pointed out to the Secretary of State, however, that the only waiter

Mr. Tolson stated Mr. Welles made a direct and specific improper proposition
Mr. E. A. Tamm stated about two weeks before the FBI was asked to make the investigation, so that consequently, there was no affidavit of a person
Mr. Clegg stated Mr. Glavin was directly propositioned by Mr. Welles along the lines in-
Mr. Ladd stated. I pointed out, however, that all of the other persons with
Mr. Nichols stated this waiter had worked substantially told the same story as to
Mr. Rosen stated that this waiter had said about the incident concerning Mr. Welles,
Mr. Tracy stated and that practically all of these persons had been indirectly pro-
Mr. Carson stated posed by Mr. Welles, but not as specifically as the waiter who
Mr. Coffey stated had given, and could not therefore be interviewed by the FBI. Mr.
Mr. Hendon stated indicated that he would contact Mr. McIntyre, or possibly the
Mr. Kramer stated President, as he believed that the situation was of a character
Mr. McGuire stated that there might eventually be some publicity of considerable
Mr. Quinn Tamm stated embarrassment unless some steps were promptly taken.

Very truly yours

121200

FEDERAL BUREAU OF INVESTIGATION

JEH:RP

Date January 3, 1941MEMORANDUM

Mr. Tolson _____
 Mr. Clegg _____
 Mr. Foxworth _____
 Mr. Ladd _____
 Mr. Nathan _____
 Mr. E. A. Tamm _____
 Mr. Coffey _____
 Mr. Egan _____
 Mr. Glavin _____
 Mr. Harbo _____
 Mr. McIntire _____
 Mr. Nichols _____
 Mr. Rendon _____
 Mr. Rosen _____
 Mr. Quinn Tamm _____
 Tele. Room _____
 Your Room _____
 Mr. Tracy _____
 Miss Beahm _____
 Miss Gandy _____

This afternoon, General Watson sent for me to come to the White House, and upon my arrival there he stated that the President had delegated him to turn over to me for handling a very delicate and confidential matter. He called in to the conference Mr. Rudolph Forster, one of the Secretaries to the President, and a Mr. Whiteside, a Secret Service Operative.

General Watson directed Mr. Whiteside to tell me the story of the incident about which the conference was called.

Mr. Whiteside stated that when the President went to Jasper, Alabama, to attend the funeral of Speaker Bankhead, Mr. Sumner Welles, the Under Secretary of State, was on the train. Mr. Whiteside stated that the morning following their departure from Washington, he was called to the dining car by Mr. Thomas, who, he stated, he believes is Vice President in Charge or Chief of Operations of the Southern Railroad, and with Mr. Thomas at the time was a Mr. Koosh, Chief of the Dining Service on the Southern Railroad. They stated that they wanted to tell him about a situation which had occurred the night previously. According to Mr. Thomas, Mr. Sumner Welles and Mr. John Carmody, Administrator of the Federal Works Agency, remained in the diner drinking until about 4 AM. Mr. Carmody then retired and Mr. Sumner Welles, upon leaving the diner, inquired of one of the colored waiters as to whether he wanted to make \$15. The waiter told him he did and Mr. Welles then stated that he should come to his, Mr. Welles', compartment. Mr. Welles' compartment was in the car immediately in back of the diner and the second car from the rear of the train, the President's car being in the rear. Upon reaching Mr. Welles' compartment, the colored waiter went into it and Mr. Welles locked the door. He then propositioned the waiter to take off his clothes and lay down on the berth. The waiter told him that he could not remain in the compartment because the waiters had to always let the steward know where they were, and he argued with Mr. Welles for a little while and finally promised that he would return to the compartment if Mr. Welles would let him out so that he could report to the steward. Mr. Welles told him that he should go up and tell the steward where he was and then to return and he would pay him well. The waiter went up to the diner and told the steward what had happened. The waiter did not return to Mr. Welles' compartment and a short time later Mr. Welles came to the diner inquiring for the waiter. Mr. Welles was given an evasive answer by the steward or by whoever was in the dining car at the time and Mr. Welles went back to his compartment and came back once or twice again, still inquiring

for this waiter, but not being able to find him he finally returned to his compartment.

According to the story told Mr. Whiteside by Mr. Thomas, Mr. Welles then rang for the porter of that particular car and propositioned him to go up to the diner to get the waiter and to come back to his compartment with the waiter and he would pay him, the porter, \$5 and the waiter \$15 if they would come back and spend the night with him. The porter stated that he did not know any waiter and that he had the wrong person in making the request of him. The porter of Mr. Welles' car then left and subsequently went out of the car into some other car of the train. There is an arrangement that when a porter leaves his car, he ties up the buzzer system with an adjoining car, and this the porter in Mr. Welles' car did in that car. While he was out of the car, Mr. Welles rang again and the porter in the adjoining car, a porter by the name of Mitchell, answered the buzzer, and Mr. Welles propositioned him, asking him to come in and spend the night with him, which Mitchell refused to do.

Mr. Whiteside said that so far as he knew, only Mr. Thomas, Mr. Koosh, the waiter, the two porters and the Pullman Inspector who was on the train and whose name was Geohagen knew of this incident. Mr. Whiteside stated that he told the waiter and all of the parties concerned that they should not repeat this information to anyone and to remain absolutely silent about it. Mr. Whiteside did report the incident to Colonel Starling in charge of the Presidential Detail.

General Watson stated that when he heard of the incident subsequently he told Mitchell, who has been a porter on the Presidential Train for the last seven years, never to speak a word about it unless he should be questioned by a representative of my office, as it might be a matter that would have to be investigated at some time shortly. According to General Watson, both Mitchell and the porter in Mr. Welles' car are colored porters who have been on the Presidential Special for seven years and they have been absolutely reliable and trustworthy. According to Mr. Whiteside, Mr. Thomas and Mr. Koosh of the Southern Railroad informed him that the waiter in the dining car who was first approached by Mr. Welles has an excellent character.

Mr. Whiteside said that Mr. Geohagen, the Pullman Inspector, stated that he would have to report the incident to his superior, but it would not go any further. That terminated the incident so far as this particular trip was concerned.

Subsequently, during the Presidential Campaign, Mr. Whiteside stated that Mr. Brewer, the Pullman Inspector who is usually in charge of the Presidential Train but who was not in charge on the trip to Jasper, inquired of him, Mr. Whiteside, about the Sumner Welles incident, and Mr. Whiteside professed ignorance. Mr. Brewer then stated that Mr. Geohagen

had not kept his mouth shut and had, of course, reported it and, as a matter of fact, the Pullman Company had subsequent trouble with Mr. Welles on another occasion when he had again propositioned one of their employees to come into his compartment with him and that he believed that the Legal Department of the Pullman Company was getting affidavits about the matter and he, Mr. Brewer, might have to take it up with someone at Washington, possibly with Mr. Hull, the Secretary of State. Mr. Whiteside stated he told Mr. Brewer that the less the matter was discussed, the better it would be.

General Watson stated that when this situation was brought to the President's attention, he then directed that the entire matter be turned over to me to be handled in such manner as I saw fit. The President desired that a full and thorough investigation be made and that the complete facts of the same be reported to General Watson for the President's information. I told General Watson that I would immediately initiate an investigation of these incidents and of Mr. Welles' alleged conduct.

Mr. Forster commented that while it might have no relevancy to the present situation, he did recall that back in the days of the Administration of President Theodore Roosevelt, when he, Mr. Forster, was also attached to the White House Staff and Mr. Welles was then attached to the State Department and was quite a young man, he knows that orders were issued at that time barring Mr. Welles from ever coming to the White House. He stated he did not know the reason for this but merely mentioned it as it might have some bearing on the general situation.

JCH

JOHN EDGAR HOOVER
DIRECTOR

**Federal Bureau of Investigation
United States Department of Justice
Washington, D. C.**

January 23, 1941

EAT:HA

MEMORANDUM FOR THE DIRECTOR

There are attached hereto the original and three copies of the report of the investigation conducted by Mr. Brantley and Mr. West into the allegations of irregular personal conduct on the part of Under-Secretary of State Sumner Welles. The original signed statements are incorporated in and a part of the original copy of the report.

There are also attached hereto copies of a summary memorandum dated January 23, 1941 summarizing the more lengthy report.

Two additional interviews will be conducted one with a dining car waiter named William Estes who is expected in Washington tomorrow, and the second with a flag-man on the Norfolk and Western Railroad which runs between Norfolk and Bristol, Virginia. From the information developed, it appears improbable that these two interviews will materially affect the facts developed one way or the other.

Respectfully,

E. A. Tamm

date 1-22-41

January 23, 1941.

MEMORANDUM FOR MR. E. A. TAMM.

With reference to the special assignment on which Special Agent W. J. West and I have been engaged, you will recall that I informed you that Mr. Luther A. Thomas, Assistant to the Vice President of the Southern Railway Company, has stated that dining car waiter William Estes may have knowledge of the incident. Estes has been out of Washington and in Atlanta, Georgia, and is expected to return to Washington on January 24, 1941, at which time arrangements have been made to interview him.

Mr. Thomas has also informed that he heard that a flag-man on the Norfolk and Western Railroad, between Roanoke and Bristol, Virginia, has made a statement which indicates he has information concerning the affair. We do not know this flag-man's name or his address. It is believed he should be interviewed.

Respectfully,

Alvin J. Bradley
Special Agent in Charge.

TO
OFFICIAL INDICATED BELOW BY CHECK MARK

Mr. Tolson	_____	()
Mr. Clegg	_____	()
Mr. E. A. Tamm	_____	()
Mr. Foxworth	_____	()
Mr. Nathan	_____	()
Mr. Ladd	_____	()
Mr. Baughman	_____	()
Miss Beahm	_____	()
Mr. Carson	_____	()
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Mr. Drussel	_____	()
Mr. Egan	_____	()
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Mr. Gingell	_____	()
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Miss Gunn	_____	()
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Mr. McIntire	_____	()
Mr. Nichols	_____	()
Mr. Parsons	_____	()
Mr. Patterson	_____	()
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Mr. Riley	_____	()
Mr. Rosen	_____	()
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JEF:RP

FEDERAL BUREAU OF INVESTIGATION

~~CONFIDENTIAL~~

Date January 30, 1941

ALL INFORMATION CONTAINED
HEREIN IS ~~CLASSIFIED~~
EXCEPT WHERE SHOWN
OTHERWISE.

DECLASSIFIED BY SP6 bja/ky
MEMORANDUM ON 8/25/87 # 273992

On January 29, 1941, I conferred with General Watson, Military Aide and Secretary to the President, at the White House, relative to the investigation which the President had requested of certain reports concerning the conduct of Sumner Welles, Under Secretary of State. I outlined to General Watson the results of our investigation. Present with General Watson when I made this verbal report were Postmaster General Walker and Mr. Rudolph Forster, one of the secretaries at the White House. It was the opinion of all concerned that I should personally make the report to the President, and General Watson then took me in to the President.

I gave to the President a copy of the affidavits taken from the various persons familiar with this particular matter, together with a summary of these affidavits and a short memorandum briefing the entire report. The President asked me to give to him verbally a picture of the situation. I told the President that on the trip to Jasper, Alabama, on September 18, 1940, it had been alleged that Mr. Welles had propositioned a number of the train crew to have immoral relations with them. I stated that we had interviewed all parties who had been alleged to have any information concerning this particular affair and, in substance, the following information had been developed:

John Stone, the waiter who was first approached by Welles and who made the report to the dining car steward and to the train official, died about a month ago, but that in substance he had stated he had gone back to Welles' compartment at Welles' request to serve him, and that after he had entered the compartment, Welles closed and locked the door. Welles, who had been drinking and who was very obviously drunk, proceeded to untie the waiter's necktie and unbutton his coat and told the waiter to take off his clothes and get in bed. The waiter objected to this and Welles said he would pay him well, offering him \$20 if he would get in bed with him. The waiter declined and Welles raised the amount of money until he finally offered him \$100 if he would take off his clothes and get in bed. This the waiter refused to do and finally was able to get out of the compartment and he went back to the diner. Welles came up to the diner several times, trying to find Stone and get him to go back to his compartment, but Stone did not return to the compartment. Stone made an immediate report of this incident to the dining car steward and to the railroad agent.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Foxworth _____
Mr. Nathan _____
Mr. Ladd _____
Mr. Carson _____
Mr. Coffey _____
Mr. Glavin _____
Mr. Harbo _____
Mr. Nichols _____
Mr. Nenden _____
Mr. Rosen _____
Mr. Quinn Tamm _____
Tele. Room _____
Mr. Nease _____
Mr. Gandy _____

DO-11

Samuel C. Mitchell, a porter on the train, has stated that he heard Welles say to the waiter, "Take off your clothes." He did not hear any of the other details of the conversation. Mitchell stated that he had also been told by the waiter what had taken place. Mitchell further stated that Welles had offered him \$25 if he would go into the compartment and close the door. Welles did not state what he wanted Mitchell to do for the \$25, but Mitchell stated there was no doubt in his mind but that Welles wanted to go down on him. Mitchell refused to go into the compartment and shut the door and stated he was not interested in any such proposition.

Alexander Dixon, a porter on the train, stated that Welles had called him to his compartment and asked him to come in and shut the door but that he refused to do so. Welles made no offer of money to Dixon and made no proposition to him, other than to ask him to come in and close the door.

Harry Lucas, a porter on the train, stated that Welles had called him to his compartment and had offered him \$20. Welles did not tell Lucas what he expected to be done for the \$20, and Lucas told Welles he was not interested in making that money.

James L. Hewitt, a waiter on the train, stated that Welles had offered him \$25 but that he had not stated what he wanted him to do for this amount of money. Hewitt likewise refused to be interested in the proposition.

Harry Colloway, also a waiter on the train, stated that he had been called to Welles' compartment to serve him, and that when he entered the compartment Welles had asked him to close the door, but that he, the waiter, refused to close the door.

I told the President this was the sum and substance of the testimony as it pertained to the trip of September 18, 1940.

I told him that in regard to the other incident in which Welles was alleged to have made improper advances to members of a train crew, this occurred on September 28, 1940, when Welles was traveling from Washington to Cleveland, at which place he was to make a speech. I stated that a thorough investigation had been made of this incident and that the following information had been obtained:

William Goins, the attendant in the lounge car of the train, stated that Welles was in the lounge car drinking a great deal and was obviously under the influence of liquor; that he had offered him, Goins, \$30 to go up with Welles to Welles' compartment, and that he had told Welles that he could not do this as he was not permitted to leave the car. He stated Welles had pestered him all evening trying to get him to go up to the compartment with him. Goins stated there was no question in his mind as to what Welles wanted him to do when he got to Welles' compartment. Goins did not go to Welles' compartment.

Thomas Williams, a porter on the train, stated that he was sleeping on the couch in the men's room of the car when Welles came in and asked him how old he was. He told Welles he was 58 years of age and Welles then stated that he wanted a boy, and then left Williams.

Edorn Boston, a porter on the train, stated that Welles was in the lounge and that Welles wanted him to serve him a drink, which he could not do because the bar was closed, and that he then took Welles to Welles' drawing room where he left him, but was subsequently called back and told by Welles to come in and close the door. Welles said to Boston that he wanted him for some "screwing purposes". Boston, not believing that he understood Welles correctly, repeated the phrase, "screwing purposes", and Welles said yes. Welles offered Boston \$20 and then gradually raised it to \$50. Boston refused to be interested in the proposition and left the compartment.

This incident was reported to the pullman conductor on the train and to the railroad conductor. The pullman conductor states that Porter Williams had told him the next morning Welles had "tried to make him." The railroad conductor, Mr. Stevens, also stated that a pullman porter had told him that Welles had made an improper proposition to him and that he had asked the porter for the details of the matter and that the porter had stated that Welles had offered him \$50 if the porter would "suck him", meaning Mr. Welles. The Pennsylvania conductor, Mr. Stevens, stated that when this conversation took place there was also present Mr. John W. Kissock, an employee of the Pennsylvania Railroad, and that Mr. Kissock had kidded the porter by saying, "What do you mean, you turned down \$50 to suck a nice clean dick?" The porter replied that he would not accept \$5,000 to do such a thing.

I told the President that the above was the sum and substance of the facts concerning the incident of September 28th. I then told the President that there were some other developments in this matter which I thought he should know. I told him that about two weeks ago, Senator Wheeler had told a newspaper man that Ambassador Bullitt had told a friend of Wheeler's about the incident which occurred on September 18th on the trip to Jasper, Alabama. As I understood it, Mr. Bullitt was not on that trip, but he seemed to have in substance the story of the incident which took place on that trip. Senator Wheeler expressed indignation that such a vicious story was being circulated and believed that someone should notify Welles what Bullitt was saying. According to Wheeler, Bullitt did not want to report the incident to the President because he stated that anyone who took bad news to the President "would get his own legs out off." Bullitt, according to Wheeler, was endeavoring to get Judge Moore of the State Department to tell the President about this incident, and he was also arranging to have Colonel Starling of the White House Secret Service learn of it. Senator Wheeler stated to the newspaper man that he thought he, the newspaper man, should let that Welles learn of the story that

Bullitt was circulating, and the newspaper man arranged for one of his colleagues to tell Welles of the rumor that Bullitt was circulating about him. According to the newspaper man, Welles stated that he would have the Secret Service look into this whole situation, but a few days later he told the newspaper man he had talked to the Attorney General and had requested the Attorney General to look into the situation. I told the President that Welles had, in fact, seen the Attorney General because the Attorney General had told me that Welles had been to see him and had stated that Bullitt was circulating a story among the Senators and Congressmen and to newspaper men pertaining to some "terrible" incident which had occurred on the trip to Jasper, and that Welles had not been able to ascertain what the incident was, but he was greatly concerned about the fact that some kind of a story was being circulated about him by Bullitt. The Attorney General had indicated to me that there was bad feeling between Welles and Bullitt. According to the Attorney General, Welles did not indicate in his discussion with the Attorney General anything like the story which has actually been reported. According to Welles, he had been drinking rather heavily and was no doubt considerably under the weather. Welles stated to the Attorney General that he had been taken sick early in the morning and had taken a sleeping pill and had sent for some coffee from the dining car as he had a heart attack and that coffee was the only thing which relieved it, but beyond that he did not recall any other thing happening.

I, furthermore, told the President that on last Thursday the Pittsburgh Post-Dispatch had contacted a newspaper man in Washington and stated they had a tip to the effect that Mr. Welles had attacked a negro porter on a train between Cleveland and Columbus, Ohio; that this had occurred while Welles was en route to Cleveland to make a speech, and that the Pittsburgh Post-Dispatch was desirous of finding out whether there was any foundation to the story, but had been told that so far as known there was no truth to the story and, of course, if it were true it probably would be a thing that the paper could not publish.

I also told the President that Senator Wheeler had made the statement several weeks ago that Ambassador Bullitt had advised him, Wheeler, that his telephone was tapped and that he should be careful what he said over the telephone. !!

The President asked me what I thought about the two incidents on the trains and I told him that I believed there was no question but that Welles had made certain improper advances and propositions to waiters and porters on these trains and that it was very evident that these advances had been made while he was drunk. The President stated he believed there was no question but that Welles was drunk and that probably, while under the influence of liquor and without knowing what he was really doing, he had made these advances. The President asked me what I thought should be done in the matter. I told him that there was no doubt that a great many persons knew of these incidents,

including employees of the railroad, as well as persons in Washington, as a result of the story which has been told by Bullitt, and that no doubt Wheeler would likewise repeat the story to other persons. I stated that, of course, it is a common thing, unfortunately, for persons to charge men in public life with indulging in immoral acts and acts of degeneracy, but that there did appear to be no question but that Mr. Welles had indulged in certain improper advances while on these two trips, and that I believe probably, when he was intoxicated, he probably resorted to this sort of thing, which was more of a mental condition than anything else and there could not be any assurance it would not be repeated in the future.

The President then asked me what I thought should be done. I told the President that if he intended to continue Mr. Welles as Under Secretary of State or in any other Governmental capacity, certainly someone should be assigned to travel with Mr. Welles to see either that he did not indulge in the use of liquor or that, if he did, that he then did not endeavor to make propositions for such immoral relations. The President stated he thought that this was very necessary and asked me how I thought he should approach it. I told the President that if he did not wish to tell Mr. Welles what had been ascertained and as to what he is reported to have done, then he should have a very close friend of Mr. Welles suggest to Mr. Welles, and see that Welles did it, that he have someone travel with him on the basis that it would prevent any frame up or the circulation of any story that would reflect upon his character. The President stated he thought this was the solution of the matter and that he would have this done. I suggested to the President that, of course, the person selected to travel with Mr. Welles ought to be a mature person and not any young man who would lend credence to the stories that have already been circulated.

The President asked me what I thought about the story concerning Ambassador Bullitt. I told the President that while, of course, I had little or no confidence in whatever Senator Wheeler stated, as I knew that Wheeler did not adhere to the truth, one could not ignore the fact that Wheeler did have the information concerning the Jasper trip, which actually had occurred, and that apparently it had been told to a mutual friend by Bullitt, so that Bullitt must have been telling this story, possibly because of his unfriendliness with Welles, rather than for any other purpose. L

The above concludes the discussion had with the President about the Welles case. After I left the President he immediately sent for General Watson, who asked me to wait. General Watson subsequently told me that the President had instructed him to get in touch with a very close friend of Mr. Welles and to see that Mr. Welles had somebody travel with him so as to prevent any recurrence of the incidents which had been alleged.

Following my discussion with the President on the Welles case, I told the President that in regard to the matter which he told me about last fall concerning the letters which Vice President Wallace had written to Nicholas K. Roerich and Francis R. Grant, which the President had said last fall were being shown to certain parties in New York, which might be used to the detriment of Mr. Wallace and the President, I had been able to obtain a set of these letters, together with the proposed press release which had been drafted at the time but which had not been issued, together with the code symbols used in these letters, prepared by Mr. Wallace and written in his own handwriting, and in which some of these symbols refer most disparagingly to the President. I gave to the President this material, which he hurriedly examined and laid aside for further examination. The President then again related to me the information which he had given to me last fall concerning these letters.

I then mentioned to the President the difficulties which we were having in connection with the Intelligence work, pointing out to him that there was developing a great deal of confusion and inefficiency as a result of the actions of the Military Intelligence Division of the War Department in not adhering to the directives which the President issued in 1939 and 1940. I related to him the work which the Bureau had been doing in the SIS field and the contacts which the Bureau had made in New York with business concerns and the willingness of these concerns to furnish this Bureau with information in Central and South America on economic, political and subversive activities in those countries, and that all of this had been done at the request of the State Department and with the approval of the President, and that now the Military Intelligence Division was approaching the same companies and corporations and making the same requests and that they refuse to refrain from this activity, this resulting in considerable antagonism on the part of the business concerns, and that I believed it was very definitely imperilling the efficient handling of the intelligence work because of the danger of the activities becoming known and of the duplication of effort and approach upon these matters. The President expressed concern about this also. He asked me what I thought of General Miles. I told him I thought Miles was a "stuffed shirt". I told him that it was absolutely impossible to get the General to properly cooperate and coordinate activities, and that while I had diligently tried to handle the matter amicably, I believed that the only alternative was to have a new head of MID. The President then made inquiry about Naval Intelligence and I told him that, of course, Admiral Andersen had been transferred to the fleet, but that we had and were getting along satisfactorily with Naval Intelligence. He stated that the successor of Admiral Andersen, Captain Kirk, he believed, would be a very good man. The President asked me how long General Miles had been away from the troops. I told him I did not know but believed he had been away a very long time. The President then stated that it might be well if he re-freshed his connection with the troops and somebody else brought in to Military Intelligence. I told him I thought it would be an excellent

idea and he then asked me if I had anyone in mind who could take General Miles' place and I told him I thought Miles' predecessor, Colonel McCabe, was an excellent man and had worked in full harmony and cooperation with the Bureau and that I would like to see Colonel McCabe placed in charge of MID, or at least someone like him. The President made a handwritten note of this particular matter.

The President asked me about the Civil Service investigation relative to the theft of the 21,000 records, and I told him in substance what the story was, pointing out to him that the employees who had been engaged upon this work, 600 in number, had not been investigated or fingerprinted, and that the employee, Crandall, who stole the records and who is under arrest, was employed for ten years and had never been fingerprinted. The President stated that if he recalled correctly, he had suggested several years ago that all Government employees be fingerprinted. He asked why this had not been done. I told him I believed that his statement of several years ago was more or less of a voluntary one, rather than a mandatory one. He asked me to take it up with the Attorney General at once as to having an Executive Order issued directing that all employees be fingerprinted in view of certain things that had recently arisen. I told him I would take this matter up immediately with the Attorney General.

The President also told me about a series of articles which were to appear in Liberty Magazine and that Fulton Oursler, the editor of that magazine, had been able to obtain from former Ambassador Dodd his diary and that in this diary appeared an item concerning a dinner party held in Washington, D. C., at the home of Rexford Tugwell in 1934 at which Senator Wheeler was present, and that after Mr. Dodd had pointed out the viciousness of the Hitler regime and the Nazi policies, Senator Wheeler had stated that it was inevitable that Hitler would be in control of Europe and that the United States should take over Canada and Mexico and all countries south to the Panama Canal and limit its sphere of activity to that particular portion, leaving the rest of the world to Nazi domination. The President stated that he understood that Oursler had been reluctant to print this because of the possibility of a libel suit and that he had sent word indirectly to Oursler that if he did print it, there would be at least one witness, and possibly two, who could testify as to the truth of this statement. He stated that one witness was himself, in that Dodd had told him this story when he returned from Germany and after he had attended the dinner party, and he believed that Rexford Tugwell would also be willing to testify to it. The President stated that if this story did appear in Liberty, he thought I should tell Walter Winchell about it so Winchell could give it some publicity in his broadcast, as in that way it would be picked up and carried by the newspapers, whereas if it was only carried in Liberty, the papers would not carry it. I told him I would take care of this matter. []

Mr. E. A. Tamm _____
 Mr. Foxworth _____
 Mr. Nathan _____
 Mr. Ladd _____
 Mr. Coffey _____
 Mr. Egan _____
 Mr. Glavin _____
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 Miss Beahm _____
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 APR 14 1941,
 for SA J. L. Tierney
 for FOIA use.
 LJB

FEDERAL BUREAU OF INVESTIGATION

EAT:HA

Date January 29, 1941

MEMORANDUM FOR THE DIRECTOR

A friend of Senator Wheeler advised him that Mr. Bullitt was circulating a story to the effect that Sumner Welles was "in some trouble." Senator Wheeler advised William Hutchinson of the International News Service of the story which Bullitt was spreading, the Senator informing Hutchinson that Bullitt was claiming Welles had "gotten fresh" with a negro porter on a Presidential special train returning from the South. Bullitt's story, according to Wheeler's friend, was that the negro porter had filed a complaint about Welles' conduct with the Pullman Company. Wheeler further advised Hutchinson that according to his friend Bullitt was trying to get someone to go to the President and advise him of Welles' conduct, Bullitt being afraid to do this himself because of his belief that anyone who took bad news to the President would "get his own legs cut off." Bullitt tried to get "Judge" Moore of the State Department to go to the President and tell him of Welles' conduct but it is not known whether Moore did this. Bullitt also took steps, it was stated by Wheeler, to see that Colonel Starling at the White House heard the story about Welles.

Senator Wheeler was reported to have thought this a very vicious story and felt that someone should notify Welles of what Bullitt was doing. The Senator indicated a willingness to do this himself but after talking with Hutchinson, Hutchinson agreed to handle the matter for Wheeler. Hutchinson sent a reporter named Fitzmaurice to Welles and told Welles of the story which Bullitt was allegedly circulating about him. Welles did not appear very concerned but indicated that he wanted to think the matter over and that he would probably have the Secret Service look into the whole situation. He agreed to a further contact with Fitzmaurice and a day or two later informed Fitzmaurice that he, Welles, had requested the Attorney General to look into this situation. Fitzmaurice contacted Mr. Welles about two weeks ago.

On last Thursday, January 23rd, the International News Service in Washington, received a telephone call from the Pittsburgh Post-Gazette indicating that paper had received a story to the effect that Sumner Welles had attacked a negro porter on a train between Cleveland and Columbus, Ohio, this occurrence taking place when Mr. Welles was en route to

- 2 -

Cleveland to make a speech. The International News Service told the Pittsburgh Post-Dispatch that if they received any information about this story they would let the paper know but pointed out that even if the story were true it would probably be a thing the paper could not publish.

Respectfully,

A handwritten signature in dark ink, appearing to be 'E. A. Tamm', written in a cursive style.

E. A. Tamm

FEDERAL BUREAU OF INVESTIGATION

MEMORANDUM FOR MR. D. M. LADD

Re: SUMNER WELLES,
Assistant Secretary of State

Mr. Klaus stated that about two years ago en route to the funeral of Senator Bankhead of Alabama, Sumner Welles approached certain colored pullman porters and, according to Mr. Klaus, was "caught in the act of having immoral relations with them."

Mr. Klaus stated this matter was hushed up until information concerning these acts on the part of Mr. Welles came to the attention of certain friends of Joe Annenberg, former well-known Philadelphia racketeer now deceased. At the time, Annenberg was in prison and was endeavoring to get a pardon. The friends of Annenberg, according to Mr. Klaus, obtained written affidavits from the gull-man porters involved and took the letters to the White House where they were brought to the attention of the President in such a manner as to indicate that the matter would be made public if a pardon was not given to Annenberg. Shortly thereafter Annenberg died. Mr. Klaus stated he was not certain, but that he had heard, that the Annenberg group is still pushing this angle, endeavoring to get a full pardon for Annenberg even though he is dead to fully clear his name.

Mr. Klaus stated that certain of the persons, whom he did not name, at the White House are much concerned over this matter.

1950-1951

H. M. Kinnear

Mr. S. A. Tamm _____
 Mr. Clegg _____
 Mr. Foxworth _____
 Mr. Glavin _____
 Mr. Ladd _____
 Mr. Nichols _____
 Mr. Rosen _____
 Mr. Carson _____
 Mr. Drayton _____
 Mr. Quinn Tamm _____
 Mr. Hendon _____
 Mr. Coffey _____
 Mr. Harbo _____
 Tele. Room _____
 Tour Room _____
 Mr. Klinkauf _____
 Mr. Tracy _____
 Miss Beahm _____
 Miss Gandy _____

JEN:BCB

for SA J L Tierney
for FOIA use
LB

W. C.
W. C.

May 3, 1943

STRICTLY CONFIDENTIAL.

MEMORANDUM FOR MR. TOLSON
MR. E. A. TAMM

SENT FROM D. O.	
TIME	4:35 PM
DATE	5-3-43
BY	lt. J. E.

On April 27th Senator Ralph O. Brewster of Maine called to see me. The Senator stated that he was in receipt of information from thoroughly reliable sources to the effect that this Bureau had made an investigation of certain alleged disgraceful actions upon the part of the Under Secretary of State, Mr. Sumner Welles. The Senator stated that his sources of information had informed him of the names of the persons whom the Bureau Agents had interviewed about this matter and of the names of the Agents who interviewed these persons. I asked the Senator whether he was thoroughly confident of the reliability of his informants and he said he was. He then proceeded to relate certain details concerning the actions of Sumner Welles which had been told to him by his informants. He stated that the information was so shocking that he had not discussed this matter with any one but had come directly to see me in order to determine whether or not any such investigation had in fact been made by this Bureau.

In view of the fact that the Senator obviously had received information from sources which had been interviewed by this Bureau I informed the Senator that an investigation had been made by the FBI some time ago and that a report had been submitted. I told him that the allegations made had been thoroughly inquired into and that the report submitted by the FBI contained the details of the interviews made without any conclusions reached by the FBI.

Mr. Clegg _____
Mr. Coffey _____ I suggested to the Senator that in view of the allegations made and of the seriousness with which he viewed the matter, he see the Secretary of State, who I knew was cognizant to some extent of the situation, though I was not certain as to how far he was informed about it. The Senator indicated that he would see the Secretary of State. Following the Senator's visit I informed the Attorney General of the same and of the matter which the Senator discussed with me.

Mr. Harbo _____
Mr. Hendon _____ Last Saturday morning the Attorney General advised me that Senator Brewster had been to see him and had told him that he, the Senator, had seen me and had also seen the Secretary of State later. The Senator related to the Attorney General in substance what he had told me and added that it was his intention to take this matter up with the President's Council, of which he,

Mr. Tolson
Mr. E. A. Tamm

- 2 -

5-3-43

the Senator, is a member, to thoroughly investigate the same and then make a report to the Senate about it. The Attorney General stated that he felt it was a matter which he should immediately call to the attention of the President. I told the Attorney General I thought this was the proper action to take. The Attorney General indicated that he would make an appointment as soon as possible to see the President about it.

On Saturday afternoon General Watson called my office in my absence and advised my office that the Attorney General had called him, General Watson, about the matter and that he, General Watson, was going to speak to the President about it on Monday.

This morning I called General Watson and told General Watson that I had received his message, and the General stated he had already spoken to the President and that the Attorney General was to see the President today. The General wanted to know whether I thought I should accompany the Attorney General upon this visit. I told him that I doubted it in view of the fact that the Attorney General had not asked me to accompany him, and for that reason I felt I should not be present unless specifically requested to be present by the President or the Attorney General.

Very truly yours

John Edgar Hoover
Director.

FEDERAL BUREAU OF INVESTIGATION
U S DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

SEP -2 1943

TELEMETER

2 XEROX

APR 14 1975

for SA JL Tierney
for FOIA use.
LB

Mr. Tolson	✓
Mr. E. A. Tamm	✓
Mr. Clegg	
Mr. Coffey	
Mr. Glavin	
Mr. Ladd	
Mr. Nichols	✓
Mr. Rosen	
Mr. Tracy	
Mr. Asaro	
Mr. Carson	
Mr. Hendon	
Mr. Mumford	
Mr. Starke	
Mr. Quinn Tamm	
Mr. Nease	
Miss Gandy	
Teletype Room	

WASH FROM LOSA6 2 4-20P

✓DIRECTOR

BERG. FOR IMMEDIATE ATTENTION ASSISTANT DIRECTOR L.B. NICHOLS.

REFERRING TO TELEPHONE CONVERSATION TODAY WITH ASSISTANT DIRECTOR NICHOLS. ASSISTANT SAC J.C. ELLSWORTH DISCUSSED WITH AL COHN, LOS ANGELES POLICE COMMISSIONER, IN FBI OFFICES THE MATTER OF THE GOSSIP CONCERNING SUMNER WELLES. COHN DENIED THAT HE EVER SAID THAT THE DIRECTOR HAD GIVEN HIM THE INFORMATION CONCERNING WELLES. HE SAID HE HAD NOT SEEN THE DIRECTOR FOR OVER TWO YEARS BUT THAT HE WAS IN WASHINGTON IN MARCH THIS YEAR AND WHILE THERE HE HEARD FROM A SENATOR FROM ONE OF THE EASTERN STATES, WHOSE NAME HE DECLINED TO GIVE, THAT THE FBI HAD SUBMITTED A REPORT ON THIS SITUATION CONCERNING WELLES. HE ALSO SAID THAT IT WAS COMMON TALK ON CAPITOL HILL AT THAT TIME. THIS PARTICULAR SENATOR SAID THAT HE WAS STARTING A MOVEMENT TO HAVE WELLES REMOVED AND THAT TWELVE OR FOURTEEN SENATORS ~~WERE~~ WERE AWARE OF THE SITUATION. COHN CLAIMED HE TOLD THE SENATOR HE DID NOT BELIEVE THE STORY BUT THE SENATOR MAINTAINED IT WAS TRUE, AND COHN CLAIMS THAT HE READ THE FBI REPORT ON THE MATTER. COHN AT FIRST DENIED HAVING TOLD ANYONE THAT WELLES WAS INVOLVED IN SUCH A MATTER, HOWEVER AFTER

25 SEP 20 1943

END PAGE ONE

PAGE TWO

THINKING ABOUT IT FOR SEVERAL MINUTES AND CONVERSING ABOUT IT HE SAID THAT HE HAD TOLD TWO PEOPLE WHOSE NAMES HE DID NOT CARE TO GIVE. ONE OF THESE MEN IS AN EX NEWSPAPERMAN AG MGM STUDIOS WITH ~~WHOM HE~~ WHOM HE HAS POLITICAL DISCUSSIONS. RECENTLY THIS MAN TOLD COHN THAT IT WAS A SHAME THAT WELLES WAS REMOVED BECAUSE OF HIS FIGHT AGAINST RUSSIA, AND COHN REMARKED TO HIM THAT THIS WAS NOT POLITICAL AND TOLD THE MAN WHAT HE HAD HEARD IN WASHINGTON ABOUT WELLES' PERSONAL LIFE. HE ALSO RECALLED HAVING DISCUSSED THE MATTER WITH AN EX MAGAZINE WRITER. HE DENIED EVEN MENTIONING THE DIRECTOR IN THESE CONVERSATIONS. HE FELT CERTAIN THAT THESE TWO MEN WOULD NOT PASS THE INFORMATION ON, HOWEVER HE WILL IMMEDIATELY CONTACT THEM AND BE CERTAIN THAT THEY UNDERSTAND THAT THE DIRECTOR IS NOT THE SOURCE OF THE INFORMATION. HE IS VERY APOLOGETIC FOR HAVING EVEN PASSED THE STORY ON TO THESE TWO INDIVIDUALS. PRIOR TO THIS INTERVIEW, CONVERSATION WAS HAD WITH SPECIAL SERVICE CONTACT JACK HOLMES WHO FELT THAT IF HIS SOURCE OF INFORMATION, JAIK ROSENSTEIN, WERE DISCLOSED TO COHN, COHN WOULD KNOW IMMEDIATELY THAT HOLMES HAD REPORTED THE MATTER BECAUSE HOLMES WAS THE ONE WHO

END PAGE TWO

PAGE THREE

INDUCED ROSENSTEIN TO GIVE THE SOURCE OF THE STORY HE WAS TELLING.
THEREFORE THE INTERVIEW WITH COHN WAS UNDER THE PRETEXT THAT AN
ANONYMOUS TELEPHONE CALL HAD BEEN RECEIVED FURNISHING THIS INFORMATION.
HOLMES SAYS THAT JACK ROSENSTEIN, OF WARNER BROTHERS PUBLICITY DEPT.,
IS A FORMER NEWSPAPERMAN WHO WORKED WITH WALTER WINCHELL AND STILL IS
A LEG MAN FOR WINCHELL IN HOLLYWOOD FURNISHING GOSSIP.
COHN WAS POINTEDLY AND FORCEFULLY ADVISED OF THE DIRECTOR'S DIS-
PLEASURE AT HAVING HIS NAME LINKED WITH ANY SUCH STORY AS IS INVOLVED
IN THIS MATTER.

HOGE

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for FOIA use
APR 14 1975
by SA J. T. Tarnay
LB

o weller

LBN:LMF
(9/14/43)

PERSONAL AND CONFIDENTIAL
BY SPECIAL MESSENGER

Major General Edwin M. Watson
Secretary to the President
The White House
Washington, D. C.

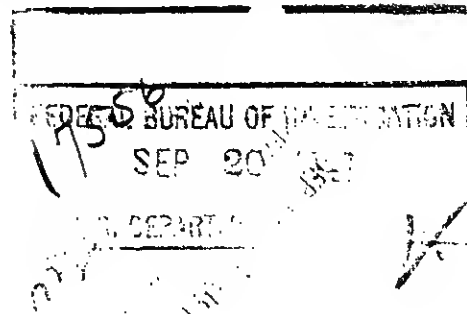
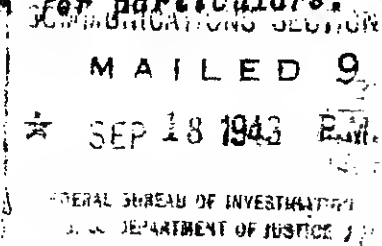
Dear General Watson:

I thought the President and you might be interested in the following incident which has just come to my attention.

Three individuals who are connected with the Varner Brothers Studio and who are alleged by the Bureau's informant to be either Communist sympathizers or Communist Party members were overheard discussing the situation at the State Department, and one individual stated that the real difficulty between the Honorable Sumner Welles and Secretary of State Cordell Hull was due to certain immoral actions on the part of Welles, that Mr. Welles had been in the habit of having "sexual affairs with young negro boys," and that recently he was found in a compromising position by certain individuals who exposed him in his true light. One of the individuals in question stated that he had gotten this information straight from Al Cohn, a Police Commissioner for the City of Los Angeles. He further pointed out that Mr. Cohn makes frequent trips to Washington and claims he is well acquainted with me, and that on a recent trip to Washington Cohn called on me and I told him the above story.

This, of course, is an absolute falsehood, as I have not seen Cohn for approximately two years. In view of his unsavory character and utter unreliability, I would have nothing to do with him. However, I did instruct our Los Angeles office to immediately contact Mr. Cohn and ask him for particulars. Mr. Cohn denied he had ever said

Tolson
E. A. Tamm
Clegg
Coffey
Glavin
Ladd
Nichols
Rosen
Tracy
Acers
Carson
Harbo
Hendon
Mumford
Starke
Quinn Tamm
Nease
Gandy



Major General Edwin H. Watson

Page Two

I had given him the information concerning Mr. Welles, that he had not seen me for over two years, that he was in Washington in March of this year and while here had heard from an eastern Senator that the FBI had submitted a report on the matter and that this Senator was starting a move to have Mr. Welles removed. Mr. Cohn claimed he told the Senator he did not believe the story but the Senator insisted it was true, and Cohn claimed that he personally read an FBI report on the matter. Cohn at first denied ever having told anyone that Mr. Welles was involved; however, he subsequently admitted he had told two people.

After reporting the above interview to me, I instructed that our Los Angeles representatives again contact Mr. Cohn and point out in no uncertain terms that an FBI report on this matter had never been circulated. At that time, Cohn admitted he had not read a report, but insisted that he had talked to a Senator who was a member of the Truman Committee. He further advised that one of the individuals he had told was Clarence Brown, a director at MGM, that Brown in turn had told the actress Irene Dunne. Cohn stated he had cautioned Brown not to pass the story any further and Brown in turn contacted Irene Dunne. I believe, though, that the further circulation of the story has absolutely been stopped.

With assurances of my highest regards,

Sincerely yours,

Edwin H. Watson

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for FOIA use
APR 14 1975
by SA JL Tierney
LH

o Welles

LBN:LBN
(9/14/43)

SEP 18 1943

MEMORANDUM FOR THE ATTORNEY GENERAL

A few days ago our Los Angeles office was advised of a conversation that occurred at the Warner Brothers Studio in Hollywood among three individuals. One individual stated with considerable certainty that the real difficulty between the Honorable Sumner Welles and Secretary of State Cordell Hull was due to certain immoral actions on the part of Welles, that he had been in the habit of having "sexual affairs with young negro boys," and that recently he was found in a compromising position by certain individuals who exposed him in his true light. One of the individuals in question stated that he had gotten this information straight from Al Cohn, a Police Commissioner for the City of Los Angeles. He further pointed out that Mr. Cohn makes frequent trips to Washington and claims he is well acquainted with me, and that on a recent trip to Washington Cohn called on me and I told him the above story.

This, of course, is an absolute falsehood, as I have not seen Cohn for approximately two years. In view of his unsavory character and utter unreliability I would have nothing to do with him. However, I did instruct our Los Angeles office to immediately contact Mr. Cohn and ask him for particulars. Mr. Cohn denied he had ever said I had given him the information concerning Mr. Welles, that he had not seen me for over two years, that he was in Washington in March of this year and while here had heard from an eastern Senator that the FBI had submitted a report on the matter and that this Senator was starting a move to have Mr. Welles removed. Mr. Cohn claimed he told the Senator he did not believe the story but the Senator insisted it was true, and Cohn claimed that he personally read an FBI report on the matter. Cohn at first denied ever having told anyone that Mr. Welles was involved; however, he subsequently admitted he had told two people.

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Tolson _____
E. A. Tamm _____
Clegg _____
Coffey _____
Glavin _____
Ladd _____
Nichols _____
Rosen _____
Tracy _____
Acers _____
Carson _____
Harbo _____
Hendon _____
Humphrey _____
Stark _____
Quinn Tamm _____
Nease _____
Gandy _____

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2/14/43

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W

Memorandum for the Attorney General

Page Two

Brown, a director at MGM, that Brown in turn had told the actress Irene Dunne. Cohn stated he had cautioned Brown not to pass the story any further and Brown in turn contacted Irene Dunne.

I thought you would be interested in this matter, since it does clearly indicate how vicious rumors can be circulated.

Respectfully,

John Edgar Hoover
Director

FROM

DO-7

OFFICE OF DIRECTOR, FEDERAL BUREAU OF INVESTIGATION

OFFICIAL INDICATED BELOW BY CHECK MARK

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Coffey _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Acers _____
Mr. Carson _____
Mr. Hendon _____
Mr. Mumford _____
Mr. Starke _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

See Me _____
Note and Return _____
Remarks: _____

*This fellow
Cohn is a
scoundrel &
a malicious liar.
He caused all
the trouble we had
with Mayor Bowron
last year. Send
memo to ~~Starn~~ ~~W. A. Watson~~ & also
a. g. re this S. A. Incident.*

JSH:JCB

(Tuckler)
orig. given to
Director 9/21/43

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APR 14 1978
for SAJL Tierney
for FOIA use 143

May 3, 1943

STRICTLY CONFIDENTIAL.

MEMORANDUM FOR MR. TOLSON
MR. E. A. TAMM

On April 27th Senator Ralph O. Brewster of Maine called to see me. The Senator stated that he was in receipt of information from thoroughly reliable sources to the effect that this Bureau had made an investigation of certain alleged disgraceful actions upon the part of the Under Secretary of State, Mr. Sumner Welles. The Senator stated that his sources of information had informed him of the names of the persons whom the Bureau Agents had interviewed about this matter and of the names of the Agents who interviewed these persons. I asked the Senator whether he was thoroughly confident of the reliability of his informants and he said he was. He then proceeded to relate certain details concerning the actions of Sumner Welles which had been told to him by his informants. He stated that the information was so shocking that he had not discussed this matter with any one but had come directly to see me in order to determine whether or not any such investigation had in fact been made by this Bureau.

In view of the fact that the Senator obviously had received information from sources which had been interviewed by this Bureau I informed the Senator that an investigation had been made by the FBI some time ago and that a report had been submitted. I told him that the allegations made had been thoroughly inquired into and that the report submitted by the FBI contained the details of the interviews made without any conclusions reached by the FBI.

I suggested to the Senator that in view of the allegations made and of the seriousness with which he viewed the matter, he see the Secretary of State, who I knew was cognizant to some extent of the situation, though I was not certain as to how far he was informed about it. The Senator indicated that he would see the Secretary of State. Following the Senator's visit I informed the Attorney General of the same and of the matter which the Senator discussed with me.

Last Saturday morning the Attorney General advised me that Senator Brewster had been to see him and had told him that he, the Senator, had seen me and had also seen the Secretary of State later. The Senator related to the Attorney General in substance what he had told me and added that it was his intention to take this matter up with the Truman Committee, of which he was a member.

Mr. Tolson
Mr. E. A. Tamm

- 2 -

5-3-43

the Senator, is a member, to thoroughly investigate the same and then make a report to the Senate about it. The Attorney General stated that he felt it was a matter which he should immediately call to the attention of the President. I told the Attorney General I thought this was the proper action to take. The Attorney General indicated that he would make an appointment as soon as possible to see the President about it.

On Saturday afternoon General Watson called my office in my absence and advised my office that the Attorney General had called him, General Watson, about the matter and that he, General Watson, was going to speak to the President about it on Monday.

This morning I called General Watson and told General Watson that I had received his message, and the General stated he had already spoken to the President and that the Attorney General was to see the President today. The General wanted to know whether I thought I should accompany the Attorney General upon this visit. I told him that I doubted it in view of the fact that the Attorney General had not asked me to accompany him, and for that reason I felt I should not be present unless specifically requested to be present by the President or the Attorney General.

Very truly yours

John Edgar Hoover
Director

2
for SA J. L. Tierney
for FOIA use.
43

January 26, 1941.

MEMORANDUM FOR THE DIRECTOR.

MR. LUTHER A. THOMAS, Assistant to the Vice President, Southern Railway Company, Washington, D. C., on January 23, 1941, informed that he had information to the effect that a flag-man, name unknown, on the Norfolk and Western Railroad, over whose tracks the Presidential special traveled on September 18, 1940, possibly had knowledge of the incident in which Mr. Sumner Welles is alleged to have been involved on that train.

MR. W. O. FRANKLIN, Division Superintendent, Norfolk and Western Railroad, Roanoke, Virginia, advised that the flag-man assigned to the above train was Mr. H. R. Wilkes, of 1616 Moorman Road, Northwest, Roanoke, Virginia.

MR. HARMAN R. WILKES, of 1616 Moorman Road, Northwest, Roanoke, Virginia, was interviewed at that address on January 25, 1941. Mr. Wilkes, who stated that he was born in Bedford County, Virginia, has resided at the above address for approximately 22 years, and has been employed by this railroad company for 22 years, was at first very reluctant to discuss this incident. He stated that he was on the Presidential train on September 18, 1940, performing his duties as a flag-man on that train between Bristol, Virginia, and Roanoke, Virginia; that he boarded that train early that morning, before day break, and that he performed his duties from the third car from the end of the train, in view of the fact that the last two cars on the train were private cars. He also stated that the third car from the end of the train, in which he was located, was an all-room car, and that he was seated on a small camp stool in the aisle at one end of the car.

Mr. Wilkes stated that while on duty in that car during the morning he saw two passengers enter it from the end opposite where he was stationed. One of these passengers he described as a tall, well-dressed, dignified man, of about 45 years of age; the other, he said, was a shorter man. These two passengers had a momentary conversation in the aisle of the car, the taller of the two entering a compartment nearer the other end of the car and, it is his recollection, one of the first three compartments. The shorter man came on through the car and entered the car adjoining.

Mr. Wilkes said that the taller passenger entered the compartment, rang for a porter, and that the Pullman porter, name unknown, assigned to that car, answered but did not remain at the compartment but a very short time. It is his recollection that if that porter entered the room he remained in there but a very short time. He stated that the same porter answered four or five such rings from that compartment. He also said that it is his recollection that this passenger appeared at his compartment door two or three times in a state of partial undress and peered along the passage-way. He was unable to recall how many times this passenger signalled for a porter but states it was several times. Mr. Wilkes stated that this passenger then must have ordered something from the dining car, because a dining car waiter, name unknown, brought something on a tray to his compartment; that that waiter remained there at the compartment but an instant and got out of there "like a storm."

Mr. Wilkes stated that he saw the Pullman porter assigned to that car and the waiter converse momentarily but did not hear anything they said. Mr. Wilkes said that the Pullman porter during the time that this was going on came to him, appeared to be disturbed and excited, and said that the man in that compartment wanted him to come in there "to have something to do with his dick." Mr. Wilkes stated he was not able to recall any other statements made by the Pullman porter in this connection except the

words just quoted. He did not know, he said, whether it was the passenger to have to do with this organ of the porter or whether the porter was to have to do with this organ of the passenger. Mr. Wilkes said that at no time did he have any conversation with this passenger nor with any other employes on that train, save the Pullman porter, whose name he does not know, who was assigned to that car. Mr. Wilkes also stated that he did not then nor does he know now the name of that passenger but that the Pullman porter referred to him as "Under Secretary to Mr. Hull."

Mr. Wilkes stated that the happenings he has described in that car covered a period of from three quarters of an hour to an hour, and it all happened early in the morning and before day-break of that date. The passenger, he stated, appeared to him to be "doped" or highly intoxicated. He further stated that he never made a report of this, in writing or orally, to anyone and never spoke a word about it to anybody else. He also said that in so far as he knows he is the only employe of the Norfolk and Western Railroad that knows anything concerning it. He declined to make an affidavit in connection with this matter, stating that he did not want to be mixed up in the situation and did not want his company involved.

MR. R. C. JOHNSON, Identification Expert, Roanoke Police Department, Roanoke, Virginia, advised that a search of the files of his department failed to disclose any criminal record of any kind on Haaman R. Wilkes.

The records of the MERCHANTS RETAIL CREDIT COMPANY, Roanoke, Virginia, disclose that they have a file on Haaman R. Wilkes dating from 1929; that his wife's name is Elsie; that he is a property-owner, and that his credit rating is average.

Respectfully,

Quigley Brantley
Special Agent in Charge.

JOHN EDGAR HOOVER
DIRECTOR



RPK:TD

Federal Bureau of Investigation
United States Department of Justice
Washington, D. C.

February 11, 1942

MEMORANDUM FOR MR. E. A. Tamm

Re: J. Winston;
Special Inquiry

Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Tracy _____
Mr. Rosen _____
Mr. Carson _____
Mr. Coffey _____
Mr. Hendon _____
Mr. Holloman _____
Mr. Quinn Tamm _____
Mr. Harbo _____
Tele. Room _____
Mr. Nease _____
Miss Gahan _____
Miss Gandy _____

In connection with this matter which you will recall involves telegrams sent to Summer Welles, SAC McKee has suggested that it would be helpful to the current investigation if SA McKinley of the Washington Field Office who is handling the matter could review the material in your office which you previously showed to SAC McKee. It is McKee's idea that the Agent could thoroughly analyze this material and correlate it with the results of the present investigation to develop some logical investigative leads.

Respectfully,

D. M. Ladd

PERSONAL AND CONFIDENTIAL

FEDERAL BUREAU OF INVESTIGATION

DATE June 22, 1942MEMORANDUM FOR MR. TOLSON

Re: Sumner Wells

A-14 1975

for SA J.L. Tammey for FOIA use.

Bert Kattai, when in the office recently, told me the following story:

Sumner Wells, according to his information, got in bad on his last trip to South America at which time he attended the Rio Conference. It appears that approximately one year or so ago, Sumner Wells had a boy who comes from South America and whom he kept at Warrenton, Virginia for approximately a year; that he frequently had unnatural relations with this boy and subsequently sent him to South America where he is supposed to have stayed with one of Sumner Wells' friends in Brazil.

Shortly after his arrival there, the boy broke down and told the South American authorities the complete story of his relations with Sumner Wells, and according to Bert's information, the authorities or diplomats are alleged to have compromised Wells by reason of their knowledge of this situation.

In addition to this, the Pennsylvania Railroad has a complete file on Wells and has had two complaints on Wells wherein he approached colored porters to engage in unnatural relations with him. In one specific instance, he approached a colored porter and offered to pay him \$20, then \$30, then \$50. It is said that the Pennsylvania Railroad no longer has space for Wells when he wishes to travel. Likewise, it is understood that the Seaboard Airlines and the B. and O. have information regarding Wells' tendencies.

Bert wanted to keep his identity out of the picture, as well as his source of information. It appears that Hugh Gibson furnished him this information, and he, in turn, was furnished by a third party who is said to have personal knowledge and to have the name of the boy from South America and all the details. I have not submitted a memorandum on this sooner since I was waiting to get the complete details from Bert. Bert told me this morning that Hugh Gibson had contacted his original informant who, Bert says, is acquainted with the Director, but Bert does not know his name. This informant stated he would furnish the information to the Director. Bert tried to get Hugh Gibson to get him to write out the details on plain paper and send it to us. Bert is not available by telephone at the present time but later in the day, I will get in touch with him to try to get Gibson to get the details and

(INFORMATIVE MEMORANDUM - NOT TO BE SENT TO FILES SECTION)

pass them on to us.

Respectfully,

L.B. Nichols

Mr. Clegg _____
 Mr. Glavin _____
 Mr. Ladd _____
 Mr. Nichols ☒ _____
 Mr. Rosen _____
 Mr. Tracy _____
 Mr. Carson _____
 Mr. Coffey _____
 Mr. Hendon _____
 Mr. Holloman _____
 Mr. McGuire _____
 Mr. Quinn Tamm _____
 Mr. Harbo _____
 Tele. Room _____
 Mr. Nease _____
 Miss Beahm _____
 Miss Gandy _____

Summer Weller

Lost in ~~lost~~ S. A
Rio - lost trip
S.A. American compromised him
P.P.R.R. - 2 complaints
Complete file approach
Colonel ~~for~~ 20-30-50
no more for him.

S.A. L

B + D

S. Am ~~any~~ ~~Went~~ ~~in~~
year - then sent him to S. A
& printed in Foreign Body
hope to see when there
with S. A. ~~authorities~~ story.

Heard ~~subson~~

LBN:NHT

STRICTLY CONFIDENTIAL

FEDERAL BUREAU OF INVESTIGATION

DATE July 17, 1942

MEMORANDUM FOR MR. TOLSON

You will recall that sometime ago Bert Mattei furnished me with information on Sumner Wells and his unnatural practices. Further information was to come to him from Hugh Gibson, and Hugh Gibson was to secure details from Francis White, former Assistant Secretary of State, who knows Wells very well.

White is a prominent New York lawyer, and will furnish the information only to the Director. The Director will not have to ask White for any information; it will be volunteered and the Director will not be placed in the position of making an investigation. White would like to have the Director call him the next time he is in New York. White will meet the Director and furnish this data, giving him specific names, etc.

Respectfully,


 L. B. Nichols

Mr. Tolson	<input checked="" type="checkbox"/>
Mr. E. A. Tamm	<input type="checkbox"/>
Mr. Clegg	<input type="checkbox"/>
Mr. Glavin	<input type="checkbox"/>
Mr. Ladd	<input checked="" type="checkbox"/>
Mr. Nichols	<input checked="" type="checkbox"/>
Mr. Rosen	<input type="checkbox"/>
Mr. Tracy	<input type="checkbox"/>
Mr. Carson	<input type="checkbox"/>
Mr. Coffey	<input type="checkbox"/>
Mr. Hendon	<input type="checkbox"/>
Mr. Holloman	<input type="checkbox"/>
Mr. McGuire	<input type="checkbox"/>
Mr. Quinn Tamm	<input type="checkbox"/>
Mr. Harbo	<input type="checkbox"/>
Tele. Room	<input type="checkbox"/>
Mr. Nease	<input type="checkbox"/>
Miss Gamm	<input type="checkbox"/>
Miss Gandy	<input type="checkbox"/>

JWB:ijm
100-134410

September 4, 1942

MEMORANDUM FOR THE DIRECTOR

I thought you might be interested in knowing of the reported friendship between Undersecretary of State Sumner Welles and the subject of an Internal Security case, namely one Harden de Valson Pratt.

Harden de Valson Pratt, who resides at Minigret Cove, Charlestown, Rhode Island, was reported as acting in a suspicious manner and contacting various Army officers. Investigation was instituted by the Providence Office of the Bureau. The investigation revealed that Pratt was a Captain in the United States Army during the last war and that he is presently a retired architect. During the course of the investigation, it was reported by various individuals that Pratt was a sexual pervert and that this was the main reason for contacting United States Army personnel.

Pratt was interviewed by an Agent of the Bureau at which time he stated that he was a close personal friend of Undersecretary of State Welles, and he displayed to the interviewing Agent a personal letter from Mr. Welles which began, "Dear Harden" and recalled the previous happy times they had enjoyed. The letter further referred to a suggestion which Pratt had submitted to Mr. Welles concerning the war effort and which Mr. Welles stated in his letter had been passed on to the War Department. Pratt also stated that he and Mr. Welles were roommates at Harvard University a number of years ago.

Respectfully,

D. M. Ladd

FEDERAL BUREAU OF INVESTIGATION
DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

SEP 2 1943

TELETYPE

WASH FROM LOSA 6 2 755 P

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TO SAC TERRY
APR 14 1975
FOR FOIA USE 143

Mr. E. A. Tamm	
Mr. Clegg	
Mr. Coffey	
Mr. Glavin	
Mr. Ladd	
Mr. Nichols	
Mr. Rosen	
Mr. Tracy	
Mr. Acers	
Mr. Carson	
Mr. Hendon	
Mr. Mumford	
Mr. Starke	
Mr. Quinn Tamm	
Mr. Nease	
Miss Gandy	
Teletype Room	

DIRECTOR

FOR IMMEDIATE ATTENTION ASSISTANT DIRECTOR L B NICHOLS

BERG. WITH FURTHER REFERENCE TO THE SUMNER WELLES MATTER, ASSISTANT

SAC J. C. [REDACTED] ELLSWORTH HAD A FURTHER CONVERSATION THIS EVENING WITH AL [REDACTED] COHN. [REDACTED] COHN STEADFASTLY DECLINED TO FURNISH THE NAME OF HIS INFORMANT IN WASHINGTON. HE DID STATE THAT HIS INFORMANT IS A PRO-

ADMINISTRATION SENATOR AND A MEMBER OF THE TRUMAN COMMITTEE. HIS INFORMANT TOLD HIM THAT THE TRUMAN COMMITTEE HAD DISCUSSED THE PROPOSITION OF TAKING UP THE MATTER OF THE REMOVAL OF WELLES WITH THE WHITE HOUSE. MOST OF THE MEMBERS OF THE TRUMAN COMMITTEE WERE FRIENDS OF CORDELL HULL. COHN WAS TOLD THAT THE DISCUS-

SION IN THE TRUMAN COMMITTEE CAME ABOUT AS THE RESULT OF VARIOUS DEMANDS BEING MADE BY RUSSIA AND THAT RUSSIA HAD WELLES SEWED UP. COHN ASKED HIS INFORMANT HOW THAT COULD BE AND HIS INFORMANT SAID THAT [REDACTED] RUSSIA KNEW ABOUT WELLES HAVING BEEN CAUGHT IN THESE ACTS AND PARTICULARLY REFERRED TO AN INSTANCE WHEN WELLES AND AN OFFICIAL PARTY WERE ON A TRAIN COMING FROM THE SOUTH SOME TIME AGO. HIS INFORMANT TOLD HIM THAT HE HAD HEARD THAT THE FBI HAD INVESTIGATED THE MATTER

PAGE 1

35 SEP 20 1943

cc: Nichols
Called Mr. Nichols home

ORLINE REQ.

END PAGE 2

BY GOING TO SOME OF THE PEOPLE INVOLVED, AND HAD FOUND THAT THE STORY WAS TRUE. COHN NOW MAINTAINS THAT HE DID NOT PERSONALLY READ ANY FBI REPORT IN THIS MATTER AND ALSO WISHED TO CLARIFY PREVIOUS STATEMENTS AND NOW SAYS THAT HIS INFORMANT DID NOT CLAIM TO HAVE ACTUALLY SEEN ANY FBI REPORT BUT SIMPLY SAID THAT HE HAD ~~HEARD~~ HEARD THAT THE FBI MADE A REPORT ON THE MATTER.

COHN WAS ABLE TO REACH HIS FRIEND AT MGM THIS EVENING BY TELEPHONE AT THE LATTERS RANCH AND IS NOW WILLING TO NAME HIS FRIEND WHO IS CLARENCE BROWN, DIRECTOR. BROWN AND COHN RESIDE AT THE SAME RESIDENCE WHEN BROWN IS IN THE CITY. BROWN REFRESHED COHN'S RECOLLECTION CONCERNING THE TRUE CONVERSATION THEY HAD HAD ABOUT THREE DAYS AGO. THEY WERE EATING BREAKFAST AND COHN READ DREW PEARSON'S COLUMN CONCERNING WELLES AND TOLD BROWN THAT HE WAS ~~GOING~~ GOING TO WRITE DREW A LETTER, THAT HE HAD BETTER BE CAREFUL BECAUSE IF THE TRUE FACTS ABOUT WELLES GOT OUT PEARSON WOULD BE EMBARRASSED. HE HAD THEN TOLD BROWN THAT A SENATOR FRIEND OF HIS IN THE EAST HAD RELATED THE STORY ~~ABOUT~~ ABOUT WELLES. BROWN REMINDING COHN THAT AT NO TIME IN THEIR CONVERSATION HAD HE EVEN MENTIONED THE FBI OR THE DIRECTOR. BROWN MAINTAINED THAT HE HAD ONLY PASSED THE STORY ON TO ONE INDIVIDUAL,

END PAGE 2

PAGE 3

NAMELY THE [REDACTED] ACTRESS IRENE DUNNE. BROWN IS TRYING TO REACH HER TO FIND OUT TO WHOM SHE MIGHT HAVE TOLD THE STORY. HOWEVER, SHE CANNOT BE REACHED UNTIL SATURDAY. HE SPECIFICALLY REQUESTED THAT THESE PEOPLE NOT BE CAUSED ANY EMBARRASSMENT BY HIS HAVING [REDACTED] REVEALED THEIR IDENTITIES. COHN HAS NOT BEEN ABLE TO REACH HIS EX-HUSBAND'S [REDACTED] FRIEND BUT SAYS HE ONLY TOLD THIS FRIEND NIGHT BEFORE LAST ABOUT THE MATTER.

COHN SAYS THAT HIS INFORMANT IN WASHINGTON TOLD HIM THE STORY IN STRICTEST CONFIDENCE AND HE, THEREFORE, WILL NOT DIVULGE THE NAME OF HIS INFORMANT. [REDACTED] HOWEVER, HE MAINTAINS THAT HIS INFORMANT AT NO TIME MENTIONED THE DIRECTOR AND THAT HE ALSO HAS AT NO TIME MENTIONED THE DIRECTOR IN CONNECTION WITH THE MATTER. HE INSISTS THAT HE DOES NOT WANT TO INCUR THE ILL FEELING OF THE DIRECTOR AND THAT HE DOUBTS VERY MUCH THE ALLEGATION THAT THIS IS COMMON GOSSIP. HE WILL CALL ME AS SOON AS HE DEVELOPS ANY FURTHER INFORMATION AS TO HOW FAR THE STORY MIGHT HAVE GONE AND HOW SERIOUS IT MIGHT BE. THE SITUATION COULD PROBABLY BE CLARIFIED IF HE WERE TOLD THAT ROSENSTEIN HAD RELATED THE STORY. HOWEVER, THIS [REDACTED] WOULD CERTAINLY EXPOSE JACK HOLMES. YOU WILL BE ADVISED OF ANY FURTHER INFORMATION DEVELOPED.

HOOD

original of memo. Mr. Tolson - Mr. Tamm
dated Oct. 29, 1942 (copy in Mr. Tamm's file)
origin Mr. Tolson file

Memo. to Director 9-4-42 - from
Mr. Ladd - 100-134410 - re
Weller - Harold de Valon Pratt

Original of blind summary ^{2. with three new original mrs.} memo
dictated by Mr. Tamm - dated 1-27-41

copy of report of investigation
dated Jan. 23, 1941 (may have been sent to A.A.)

statement of William C. Cate

Copies of summary memo
dated 1-23-41.

William Cate

Oct. 29, 194 - ^{copy in Mr. Ladd's file}
~~origin Mr. Tolson's file~~

emo. to Director 9-4-42 - from
Ladd - 100-134410 - re
Mr. - Harold de Valson Pratt

original of blind summary ^{to write down} memo
dated by Mr. Ladd - dated 1-27-41
^{original Mr.}

copy of report of investigation
dated Jan. 23, 1941 - (may have been
sent to W.H.)

statement of William Ester

copies of summary memo
dated 1-23-41.

~~Tolson Case~~

FEDERAL BUREAU OF INVESTIGATION

Mr. Clegg _____
 Mr. Coffey _____
 Mr. Glavin _____
 Mr. Ladd _____
 Mr. Nichols _____
 Mr. Rosen _____
 Mr. Tracy _____
 Mr. Carson _____
 Mr. Harbo _____
 Mr. Hendon _____
 Mr. McGuire _____
 Mr. Mumford _____
 Mr. Piper _____
 Mr. Quinn Tamm _____
 Tele. Room _____
 Mr. Nease _____
 Miss Beahm _____
 Miss Gandy _____

LBN:FML

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED

DATE 6-4-82 BY SP2 TAP/plh

Mr. Brantley advises that there was only one long report submitted in this inquiry. Thus, the long report of January 22 which was submitted by memorandum dated January 23, is the only long report.

Mr. Brantley did not know of summary memoranda and there is only one summary memorandum in this file dated January 27. It is noted that Mr. Tamm's memorandum of January 23 refers to a summary memorandum dated January 23. Thus, we have searched everywhere and the only possible thought is that the memorandum of January 23 was revised and subsequently became the summary memorandum of January 27.

I asked Brantley regarding the statements of William Estes. Mr. Brantley did not recall the name of William Estes, nor could Mr. West who aided Mr. Brantley in this investigation although Mr. Brantley is certain that if it would have been logical to interview Estes, the interview was conducted. The only possible basis for interviewing Estes is found in the fact that he was a waiter in the dining car and Hewitt, one of the personnel who contacted the subject of the inquiry, mentioned the happenings to Estes. With reference to the statement of William Estes, I have checked the files containing every name of William Estes. In addition, I have gone through the file entitled "J. Winston and J. Stone", 100-13740, page by page, and have also reviewed the enclosure with negative results.

Miss Stalupp states there is absolutely nothing in Mr. Tamm's Office. Mr. Brantley told me there were no copies of the report nor any of the memoranda kept other than what was prepared at the time and, as a matter of fact, Mr. West and he personally burned their notes, carbon paper, and rewritten pages, at Mr. Tamm's suggestion, in the incinerator in the basement.

Since Mr. Brantley reported in detail by memorandum dated January 26 his interview with Herman E. Wilkes, the unidentified flagman, referred to in Mr. Brantley's memorandum of January 23, in which memorandum he was referred to William Estes who was expected in Washington on January 24, 1941, I am inclined to the belief that if Estes was interviewed, this information was negative or it was decided not to incorporate his statement.

(INFORMATIVE MEMORANDUM - NOT TO BE SENT TO FILES SECTION)

#124

- 2 -

I do not know what else can be done on this matter. I think that it has been completely covered. Every possible search has been made which can be made and I would suggest that the matter be considered closed.

In addition to the above searches, I have gone through the closed files of the Laboratory on the basis that Estes' statement might have been taken for the handwriting examinations which were made in the Winston case. However, they were not in these files.

L. J. Nichols

Missing data in connection with the case of SUMNER WELLES:

Original of memorandum to Mr. Tolson and Mr. Tamm, October 29, 1942
(Original in Mr. Tolson's file; copy in Mr. Tamm's safe).

Memorandum for the Director from Mr. Ladd, September 4, 1942 re
Welles and Garden de Falcon Pratt. 100-134419.

Original of blind summary memorandum dictated by Mr. Tamm,
January 17, 1941. - To White House with original too.

Copy of report of investigation dated January 22, 1941.
(May have been sent to White House.)

Statement of William Lister.

Copies of summary memorandum dated January 23, 1941.

(One copy in C. C. 7426.)

January 22, 1941.

MEMORANDUM FOR THE DIRECTOR.

This investigation was made by Special Agent W. J. West and the undersigned.

The information recorded herein was developed pursuant to your instructions of January 4, 1941, at which time you instructed that an investigation be conducted into an allegation that Mr. Sumner Welles, Under Secretary of State, had made improper proposals, involving perversion, to colored male employees of the Southern Railway Company and the Pullman Company, on board the Presidential train while enroute from Washington, D. C., to Jasper, Alabama, or on its return trip from Jasper, Alabama, to Washington, D. C., upon the occasion of the funeral of the late Speaker of the House of Representatives, Mr. Bankhead.

Your instructions were that Col. E. W. Starling, of the United States Secret Service, White House Detail, would place me in touch with Mr. Dale B. Whiteside, also of the United States Secret Service, White House Detail, who should be in a position to furnish the names of the persons connected with the Southern Railway Company and with the Pullman Company, who had knowledge of the alleged occurrence.

Inquiry discloses that the Presidential train left Jasper, Alabama, for Washington, D. C., at approximately 3.00 p.m. of September 17, 1940, and it consisted of Pullman cars and a dining car of the Southern Railway Company. The incident is alleged to have occurred between 5.00 a.m. and 7.00 a.m. of September 18, 1940. The arrangement of the train, in the following order from the engine, and the assignment of employees, was thus:

Pullman car named "Haslett", reserved for the use of the crew, with Pullman porter J. H. Shelton assigned thereto.

Dining car named "Liberty Cap," of the Southern Railway Company, in charge of Steward S. J. Badeaux, and having assigned to it, among others, Waiters Henry Callaway, John Stone, and James L. Hewitt, all employees of the Southern Railway Company. Assigned to the same car was Pullman Company porter, W. C. Reid.

Pullman car named "Cyrus Northrop," with Pullman porter G. E. Wilson.

Pullman car named "Glendoll," with Pullman porter J. M. Thompson.

Pullman car named "Glen Cliff," with Pullman porter F. D. Fair.

Pullman car named "Glen Rapids," with Pullman porter S. C. Mitchell, in Room E on which Mr. Sumner Welles had his compartment. This car was numbered three on this train, the cars being numbered in their order from the rear of the train, the President's car, on the rear, being numbered one.

Pullman car named "Glen Vain," with Pullman porter A. Dickson, this car being numbered as car two.

Pullman car named "Roald Amundson," a private car on the rear of the train being reserved for the use of the President and being numbered one. Pullman porter H. . Lucas, the second, as he is known on the records of the Pullman Company was assigned to this car.

The Pullman conductor on this train was Mr. Walter A. Brooks, who was also accompanied by Pullman Inspector David J. Gahagan.

The Southern Railway Company, in addition to its stewards and waiters, had on board as represen-

tatives of that company Mr. Luther A. Thomas, Assistant to the Vice President, and Mr. W. F. Kusch, manager of its dining car department.

COL. E. W. STARLING, of the United States Secret Service, White House Detail, Washington, D. C., who was interviewed on January 4, 1941, at the White House, stated that he was not on board the Presidential train on the trip in question and therefore any information he has is purely hearsay. He stated that Mr. Dale B. Whiteside, of the United States Secret Service, was on board that train, and that he would introduce me to Mr. Whiteside; and, further, that the Secret Service would cooperate fully in the investigation. Col. Starling did say that the two Pullman Company porters, named Sam Mitchell and A. Dickson, both negroes, are thoroughly reliable; that they had been used on practically all of the Presidential trips by train during the past several years, and that had they not been found thoroughly reliable and dependable they would not have continued to serve on such trips. Col. Starling also stated that the dining car waiters who were attached to that train were also reliable and dependable persons and that he, in fact, would vouch for all of the colored men involved.

MR. DALE B. WHITESIDE, of the White House Detail, United States Secret Service, Washington, D. C., was interviewed at the White House on January 4, 1941.

He said that the alleged occurrence took place on board the Presidential train while it was enroute from Jasper, Alabama, to Washington, D. C., last summer, although he was unable at this time to recall the exact date. It is his recollection, however, that it was first brought to his attention at about seven o'clock on the morning on which it occurred, the train having left Jasper about the middle of the afternoon before that.

Mr. Whiteside said that Mr. Sumner Welles, the Under Secretary of State, was on board that train. Mr. Whiteside recounted that he was approached by a dining car waiter whose name he does not now recall, other than that he was addressed as John. He stated that this waiter informed him that Mr. Luther A. Thomas, Assistant to the Vice President of the Southern Railway Company, who was on board the train taking care of the interests of that company, and a Mr. W. F. Kusch, superintendent of the Southern Railway Company's dining car service, wished to see him. Mr. Whiteside stated that this colored waiter recited a story to Thomas, to Kusch, and to him, which was to the effect that some of the members of the Presidential party, including Mr. Welles, had been drinking in the dining car for several hours and Mr. Welles, according to the story, had left the dining car and gone to his compartment, whence he was signaled for a waiter, in answer to which signal a colored waiter by the name of John, last name unknown, responded to the call; that Mr. Welles took the waiter into his, Welles', compartment, looked the door, and told the waiter to pull off his clothes, to lie down, and offered him twenty dollars, then fifty dollars, and finally one hundred dollars.

The waiter, according to the story, said that he was frightened and that he informed Mr. Welles that he could not do anything like that, as his absence from the dining car would be noted and that the steward, or man in charge of the dining car, would be looking for him and that his unexplained absence might mean that he would be disciplined if not lose his position. The waiter also, according to the relation, after making these remarks to Mr. Welles, was permitted by Mr. Welles to leave and to return to the dining car, but Mr. Welles

admonished him to return immediately to the Welles' compartment. John, the waiter, said that he then returned to the dining car and narrated to Mr. Kusch the substance of what had occurred in the Welles' compartment. The waiter also said that he did not return to the compartment of Mr. Welles. Shortly after this occurrence, as told by the waiter, Mr. Welles came into the dining car on one or two occasions ostensibly for the purpose of obtaining some coffee. Mr. Whiteside further stated that this colored waiter also told him that on one visit to the dining car Mr. Welles went to one of the pantries looking for John, the waiter.

Mr. Whiteside stated that during the morning that Mr. Welles apparently when he was unable to get John, the waiter, back into his compartment rang for a Pullman porter and this ring was answered by a colored porter by the name of Mitchell; that Mr. Welles is alleged to have talked to Mitchell in French but porter Mitchell could not understand anything that was said; that Mr. Welles is then alleged to have told Mitchell to get one of the boys, meaning one of the waiters, in the diner to come back to his compartment, and told Mitchell that he would give him five dollars and that there would be fifteen dollars in it for the dining car waiter. Mitchell is supposed to have told Mr. Welles that he could not do this, as he did not know the boys in the diner and is alleged to have told Mr. Welles "You have got the wrong man this time." Mitchell then allegedly left the compartment and is supposed to have left his car for some purpose, but before he left he connected up the signal system in his car with that in the adjoining car so that any calls for service made by passengers in his car would receive attention from the Pullman porter in the adjoining car.

The Pullman porter in the car adjoining the one in which Mr. Welles had his compartment was a colored man by the name of Dixon, and he answered a ring from the compartment of Mr. Welles. Upon going to the compartment of Mr. Welles, according to Mr. Whiteside, Dixon is alleged to have received the same proposition from Mr. Welles that was made to porter Mitchell, as heretofore stated.

Mr. Whiteside informed that Mr. A. J. ... is the Pullman Company inspector who is usually aboard

the Presidential train but Mr. Brewer was not present on that trip and his place was taken by Inspector David J. Gahagan, who appeared at the time the colored waiter was narrating the occurrence to Messrs. Kuech, Thomas and Whiteside. Mr. Whiteside further stated that Kuech, Thomas and he were considerably disturbed and put out about the whole affair and each more or less asked the other what to do, because of the seriousness of the situation and for the reason that such a high and important Government official was involved, and also due to the fact that the occurrence happened on board the Presidential train.

Mr. Whiteside stated that all agreed to forget the entire thing and to caution all persons who had knowledge of it to keep it quiet, as it was a very grave situation and it would be very poor judgment to discuss it. Mr. Whiteside stated that Inspector Gahagan made the statement that he would have to report it to his superior, Mr. Whiteside stated that he made the remark that he would only report it to his superior, Col. Starling, and said that he did inform Col. Starling about it as soon as he saw him again. Mr. Whiteside also stated that he and Col. Starling informed Doctor McIntyre, the White House physician, of the affair and that Dr. McIntyre, Col. Starling and he then decided to inform General Watson, Aide to the President, which they did. Mr. Whiteside also stated that it was decided when the three of them conferred with General Watson that no one had been injured and that the matter should drop then and there.

Mr. Whiteside said that he heard no further mention made of the matter until some time later when the Presidential train was returning to Washington from a campaign trip, which one he does not recall, but one on which Mr. Welles was not one of the party. He stated, however, Mr. A. W. Brewer, the Pullman Company inspector, was on that trip and Mr. Brewer came to him

and said "What is this dope on Sumner Welles?" Mr. Whiteside said that he feigned ignorance of the entire affair but that Mr. Brewer told him that he should not be so "cozy" about it as Pullman Inspector Gahagan lost his head and informed some vice president of the Pullman Company in New York of the affair involving Mr. Welles aboard the Presidential train on the return trip from Jasper, Alabama, to Washington. Mr. Whiteside said that it is his further recollection that Mr. Brewer told him at the same time that it was his understanding that Mr. Welles had made similar proposals to employees of a railroad company or the Pullman Company a short time later on some regular train, the details of which Mr. Whiteside said that he did not recall but that the proposals and the procedure are supposed to have been about the same as allegedly took place on the trip from Jasper, Alabama.

Mr. Whiteside also said that on that occasion Mr. Brewer asked him whom he, Brewer, should see about the affair, as he did not know what the legal department of the Pullman Company would do about it; that they desired their interests protected and, as he recalls, Mr. Brewer made the remark that the Pullman Company might have affidavits or statements from employees of the company who had knowledge of it. Mr. Brewer, according to Mr. Whiteside, stated on that occasion that his superior wanted him to inform Mr. Cordell Hull, Secretary of State, of the alleged occurrence. Mr. Whiteside stated that he told Mr. Brewer not to discuss the matter further or to take any action until he, Mr. Whiteside, had talked to Col. Starling further about it. He stated that he believed that by this remark to Mr. Brewer it would be calculated to preclude Mr. Brewer from any further discussion of a very grave and delicate matter.

Mr. Whiteside also said that the Pullman porters on that Presidential train from Jasper, Alabama, as well as the dining car waiters, are trustworthy, reliable and dependable men; that they have been used many times on Presidential trips, and that he can recommend them for their integrity and reliability without any reservations.

MR. A. T. BREWER, Inspector for the Pullman Company, it was learned through the Washington, D. C., offices of that company, would be on board Pennsylvania train No. 135, enroute from New York City to Durham, North Carolina, due to arrive at Washington at 10.25 p.m. of Sunday, January 5, 1941. Mr. Brewer was interviewed on board this train between Baltimore and Washington on Sunday evening, January 5, 1941.

Mr. Brewer stated he was not on board the Presidential train on the trip in question and that such information as he has received concerning the affair is purely hearsay. He stated that the trip in question was made sometime in September, 1940, according to Inspector David J. Cahagan, who took Mr. Brewer's place during Mr. Brewer's vacation; and Pullman porters Sam Mitchell and A. Dixon, both of Washington, D. C., are the Pullman Company porters who have direct knowledge concerning the improper proposals involving perversion made by Mr. Welles. Mr. Brewer stated that all of these colored employees are trusted and reliable; that both Pullman porters have had approximately twenty years experience, and that they are selected for service on the Presidential trips because of their known dependability and their capacity for retaining confidences. He added that these porters are nearly always taken on the Presidential trips made by train when Pullman service is used. Illustrative of the fact that these porters are able to retain confidences, Mr. Brewer related that he made two trips after the Jasper, Alabama, trip from Washington to Hyde Park, New York, and return and they did not utter to him one word of what had happened on the trip in question.

As heretofore stated, Mr. Brewer informed that David J. Cahagan, the Pullman Company's inspector on that trip is now at Miami, Florida, where he will be stationed during the winter season.

Mr. Brewer also stated that Mr. C. W. Snoddy, of Philadelphia, Pennsylvania, is the superintendent of the Pullman Company's interest in this area and is his immediate superior. He stated that Mr. Snoddy is the person who told him of the alleged occurrence on board the Presidential train from Jasper, Alabama, having instructed him to meet him on a train some time

ago, at which time he narrated the affair to him. He said that Mr. Snoddy gave him the file on the case to read, and that the affair shocked him and came to him as a thunderbolt because of the high esteem in which he had always held Mr. Sumner Welles. Mr. Brewer says he told Mr. Snoddy at the time that the matter was "dynamite", and that he further understands that the only file of the company on the case, if any, is in a safe in the office of the President of the Pullman Company at Chicago, where it was sent by Mr. Snoddy for safe keeping. Mr. Brewer states that he understands that the original papers in the case were destroyed and that if the Pullman Company has any file at this time it is in photostat form.

Mr. Brewer stated that as to a similar occurrence alleged on the part of Mr. Welles, said to have taken place a short time after the Jasper trip, on a Pennsylvania train between Washington and Chicago, at which time Mr. Welles became intoxicated, it is his understanding that some employees of the Pennsylvania Railroad, names unknown, are the only persons who have knowledge of that situation. He further stated that his only information in that respect is hearsay but he believes that Mr. Snoddy will be able to furnish the names of the individuals connected with the Pennsylvania Railroad who have knowledge of that situation. He also stated that he thought the persons of the Pennsylvania Railroad who might know of that would be Mr. Finnegan, manager of the dining car department, or Mr. Ed Ernest, general passenger agent of the Pennsylvania system, both of whom are located at Philadelphia, Pennsylvania.

Mr. Brewer stated that Mr. W. F. Busch is manager of the dining car service of the Southern Railway, at Washington, D. C., and was on board the Presidential train on the Jasper trip. He also informed that Mr. Y. A. Brooks, of Washington, D. C., was the Pullman conductor in charge of the Presidential train on that same trip.

Mr. Brewer stated that he would return to Washington, D. C., on Tuesday, January 7, 1941, at which time he would contact Agent West and the undersigned, and that he would get into touch with Mr. Snoddy and do his utmost to bring about full and complete cooperation with the Bureau in this matter by the Pullman Company.

On January 6th, 1941, Mr. Champ Cary, vice president in charge of operations of the Pullman Company, located in the Pullman Building, Chicago, Illinois, was interviewed in the offices of Mr. Hale Holden, vice president of the Pullman Company, No. 52 Vanderbilt Avenue, New York City.

Mr. Cary stated that he realized that this is a very delicate matter but that the Pullman Company would cooperate with the Bureau and would make available to Agents for interviews the employees of the Pullman Company who are alleged to have knowledge of this incident. Mr. Cary was asked whether the Pullman Company had any written statements taken from any of the employees who knew about this matter and his reply was that no written record exists today and that it is his understanding that any written reports which were made concerning it have been destroyed.

Mr. Cary was asked whether any information had come to his attention with respect to a similar occurrence at any time involving Mr. Telles and he replied that he had never heard of it and had no information whatever concerning any other incident of this nature.

Signed statements were obtained from the persons named hereinafter, and they appear in order, as follows:

Samuel C. Mitchell, of Washington, D. C.,
a Pullman Company porter;

Alexander Dickson, of Washington, D. C.,
a Pullman Company porter;

Harry W. Lucas, of Washington, D. C., a
Pullman Company porter;

Walter A. Brooks, of Washington, D. C.,
a Pullman Company conductor;

David J. Gahagan, of Hot Springs, Virginia,
a Pullman Company inspector

James L. Hewitt, of Covington, Kentucky,
a dining car waiter of the Southern Railway;

Henry Callaway, of Atlanta, Georgia, a
dining car waiter of the Southern Railway;

Sidney J. Jadcuz, of Atlanta, Georgia,
a dining car steward of the Southern Railway;

William F. Kusch, of Silver Springs, Maryland,
manager of the dining car department, of
the Southern Railway Company, and

Luther A. Thomas, of Washington, D. C.,
Assistant to the Vice President, Southern Railway
Company.

Washington, D. C.
January 9, 1941.

I, the undersigned, Samuel C. Mitchell, on oath, depose and say:

My name is Samuel C. Mitchell. I reside at No. 154 W street, Northwest, Washington, D. C. I am 43 years of age, am married, was born at Honeypath, South Carolina, and have been engaged continuously for approximately fourteen years last past as a porter by the Pullman Company.

I was assigned to Pullman car known as "Glen Rapids" which was attached to the Presidential train which made a trip from Washington, D. C., to Jasper, Alabama, and return, on the occasion of the funeral of Speaker of the House Bankhead in September, 1940. Mr. Sumner Welles, Under Secretary of State, occupied Compartment E on that car on that trip.

On the return trip from Jasper, Alabama, to Washington, D. C., I was off duty for three hours from twelve midnight to three a.m. of September 18th, 1940. At three a.m. of that date I returned to duty and was attending to my regular work in the car. When I came on duty at that time I passed through the dining car and saw Mr. Sumner Welles there, where he was seated at a table. At about 5.45 a.m. on that date Mr. Welles came back to his compartment from the dining car. Shortly after he got into his room he rang for me and I answered. At that time when I sent into his room he had on no clothing excepting the pants of his pajamas. He asked me to close the door but I did not. He then asked me did I want to make twenty dollars. I replied "I don't quite understand what you mean." He kept repeating "twenty dollars". I told him, "No, sir, you have the wrong man." I then left the room and went on about my duties.

Within a few minutes he rang again and I answered the call. He was in the same condition of undress. He asked me, "Don't you want to make twenty dollars?" I remember sometime I told him I did not have time and would see him later. I made this statement to get rid of him.

Within another few minutes he rang again and I answered. He was in the same condition of undress. He again asked if I wanted to make twenty dollars and I told him again that I did not have time but would see him later. Within another few minutes he called me for the fourth time and I answered. He was in the same condition of undress. He said "I will give you twenty-five dollars. Is it a go, or not?" I told him, "Positively No." I left and within a few minutes he rang for the fifth time and I answered. He then told me to get him a waiter from the dining car. I went to the diner, saw the steward, Mr. Badoaux, and told him that I wanted a waiter for compartment E in my car. Badoaux assigned a waiter to go to compartment E but I do not know the name of that waiter.

SCM

This waiter I saw go into Mr. Welles' compartment. The door closed when the waiter went in. The waiter remained in there just a few seconds and backed out of the compartment with a strange expression on his face. The waiter came by me on his way to the diner and said "What is the matter with that man in compartment E? He must be ~~crazy~~." Shortly after that I went into the diner, got my breakfast, and went with it back to Porter Dickson's car, where I ate it in one of the rooms. I had been there only a few minutes when the waiter who answered the first call of Mr. Welles for some one from the diner, came to me and said that the dining car steward had received five dollars from Mr. Welles to see that he got him a waiter and the waiter told me he had refused to serve Mr. Welles. On finishing my breakfast I went back to my car.

Within a few minutes after returning to my car Mr. Welles again rang the signal for me and I answered. He was still in the same condition of undress. He still wanted a waiter. I said nothing to him but told the steward to assign him a waiter which he did. I do not remember the names of the waiters who answered, because I do not run on the same trains as a rule with them. This procedure was repeated about five times. Different waiters answered on each occasion, as I remember. About the time the third waiter went to the room of Mr. Welles, I was near Mr. Welles' door, just a few feet away. When the waiter went in this time, Mr. Welles told him to close the door, which the waiter did partially, leaving a small opening. I was able to hear Mr. Welles ask this man if he wanted to make twenty dollars. The waiter told him "Yes, sir." I then heard Mr. Welles say "Full of your clothes." The waiter then got out of there immediately. The waiter then went back to the diner but did not say anything to me.

A short time later I had to leave my car to go to the club car to get some clothes which one of the passengers had left with me to have pressed. Upon leaving my car the signal system was connected with the signals of the adjoining car, the porter in which was A. Dickson. On such occasions the porter in the adjoining car will answer signals received from the car from which the porter is absent. After I returned from the club car Porter Dickson told me that the bell in compartment E, which was occupied by Mr. Welles, had rung three or four times. Dickson said he had answered each ring and that when he answered the first ring, Mr. Welles had asked him if he wanted to make twenty dollars. Dickson told me, "You have a cock-sucker up there in compartment E. He wanted to 'blow my whistle'".

A short time later Mr. Welles dressed, went into the diner, and returned within a few minutes to his compartment. He then rang for me and said he wanted a waiter. I went to the diner and told Mr. Badeaux, the dining car steward, that Mr. Welles wanted a waiter. When I returned to my car from the diner I saw Mr. Whiteside, of the Secret Service, sitting on my camp stool. Mr. Whiteside and I talked for a moment or two about the occurrences, Mr. Whiteside asking me how Mr. Welles had been carrying on

SCM

S. C. Mitchell,

3.

in that manner. I do not remember much of what Mr. Whiteside and I talked about. Shortly a waiter by the name of Galloway, or Calloway, came to Mr. Welles' compartment with a tray in his hand but nothing was on the tray. Mr. Whiteside met him at the door of Mr. Welles' compartment. The waiter then went into Mr. Welles' compartment, but the door was not closed. The waiter remained there only a moment. I did not hear any of the conversation. The waiter then left and went back to the diner, returned to Mr. Welles' compartment, and served him some coffee. Mr. Whiteside was at the door at that time also. I heard none of the conversation. The waiter left and after that I did not receive any more rings from Mr. Welles' compartment. I did not go back to Mr. Welles' compartment again until later in the day, as I remember I called him about one hour before the train arrived in Washington, which was in the afternoon of that same day.

When the train was in Chattanooga, Tennessee, that morning I was in my car, and the third waiter, who had gone to Mr. Welles' compartment that morning before that and whom I had heard Mr. Welles tell to pull off his clothes, tapped on a window of my car and told me that Mr. Thomas, of the Southern Railway, wanted to see me in a smoking room of one of the cars on the train. I went to the smoking room and there saw Mr. Thomas, Mr. Kusch, and Mr. Whiteside, as well as the waiter who had tapped on my window. As soon as I got there the waiter left. Mr. Thomas told me to tell him what had gone on with Mr. Welles. I told him about the same thing that I have told here this morning. A little later that same day I told Mr. Cahagan and Mr. Brooks, inspector and conductor of the Pullman Company on the train, the same thing.

Samuel C. Mitchell

Then personally appeared before me, Dwight Brantley, Special Agent in Charge, Federal Bureau of Investigation, at Washington, D.C., this ninth day of January, 1941, the above named Samuel C. Mitchell, who took oath to and subscribed the above statement.

Dwight Brantley

Witness:

M. West
Special Agent.

Washington, D. C.
January 9, 1941.

I, the undersigned, Alexander Dickson, on oath, depose and say:

My name is Alexander Dickson. I reside at 5421 East Capitol street, Washington, D. C. There I have resided about four months. Prior to that I resided at 1613 Marion street, Washington, D. C. I am 50 years of age. I was born and bred in Washington, D.C., and have lived here all my life. I have been employed by the Pullman Company for twenty-nine years. I have been assigned to these Presidential trips ever since the administration of the late President Warren G. Harding.

I was assigned to the Presidential train that made the trip from Washington, D. C., to Jasper, Alabama, and return, on the occasion of the death of the Speaker of the House Mr. Sankhead in September, 1940. On that trip I was assigned to the car "Glen Main" which was the car that was next to the President's car. My car consisted of the White House staff.

I know Mr. Sumner Welles, Under Secretary of State, by sight and I know that he was a member of that party, having a compartment in compartment E in the car "Glen Rapids," next to mine, in which S. C. Mitchell was the Pullman porter.

On the return trip from Jasper, Alabama, about between five and five thirty in the morning I was answering signals in the car in which Mr. Welles was a passenger, Porter Mitchell having told me he had to go to the club car to get some clothes left up there by him to be pressed for one of his passengers. It is customary to arrange the signal system in a car in which the porter is absent so that the porter in the adjoining car will be able to give service. While Mitchell was gone the bell in compartment E in Mitchell's car rang and I answered it. Mr. Welles was in that compartment; he was dressed in his pajamas and was in bed when I arrived there. When I answered the door, he said, "Come in, porter." He said, "Close and lock the door." I asked him what he wanted and he said, "Come in and close and lock the door." I refused to come in further to his room or to lock the door. He said, "It will be all right." I then left his compartment and returned to my car. He did not offer me any money and did not say anything else to me. While I was returning to my own car, Porter Mitchell returned to his car and I told Mitchell that he needed to attend to the gentleman in compartment E, because I did not think he was right. I told Porter Mitchell that I thought the gentleman in compartment E was wrong, because he had a "feminine accent." This was the only bell that I answered in Mitchell's car. This is all that I remember that I said to Mitchell about the matter.

I later on arrival in Washington, D.C., reported the matter to Mr. A. T. Stewart, District Superintendent of the Pullman Company, Washington, D. C. This is all that I know about this matter.

Edward J. [unclear]

A. Dickson,

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Then personally appeared before me, Dwight Brantley, Special Agent in Charge, Federal Bureau of Investigation, at Washington, D. C., this ninth day of January, 1941, the aforementioned Alexander Dickson Sr., who made oath and subscribed the above statement.

Dwight Brantley
Special Agent in Charge.

W. J. Keck
Special Agent.

Washington, D. C.,
January 10, 1941.

I, the undersigned, Harry W. Lucas, on oath, depose and say:

My name is Harry W. Lucas. I am known to the Pullman Company as H. W. Lucas, the second, as there is another man employed by the Pullman Company by the name of H. W. Lucas. I reside at 5333 East Capitol street, Washington, D. C., where I have lived for the past two years. Prior to that I resided at 1827 Florida Avenue, apartment 102, Washington, D. C., for eight years. I am employed as a porter by the Pullman Company and have been with that company twenty years. I have been assigned to Presidential specials since the administration of President Harding. I am 47 years of age and was born and brought up in Washington, D. C. I am married.

I was a member of the Pullman Company crew assigned to the President's special train from Washington, D. C., to Jasper, Alabama, and return, in September, 1940, upon the occasion of the funeral of the Speaker of the House, Mr. Bankhead. On that trip I was assigned as porter to the President's car. On the return trip to Washington we left Jasper about four o'clock and this incident happened early on the following morning.

I know Mr. Sumner Welles, Under Secretary of State, by sight and he was aboard this train. Mr. Welles had space in the Pullman car in which porter Sam Mitchell was assigned. I had to go to the dining car early that morning, about seven o'clock. From the car in which I was assigned, to go to the diner I had to pass through Mr. Welles' car. When passing through this car at this time I passed Mr. Welles' compartment. His door was opened. He was seated on the bed. He had on his pajamas. He called me to his door and I went there. He said he wanted to see me. I asked him what I could do for him. I told Mr. Welles I was not the porter in his car. Porter Mitchell was seated at the other end of the car and I waved at him to come down that way. Mitchell motioned me to wait on Mr. Welles. Mr. Welles, when I got to his door, told me to come in and close the door. I stepped in but kept the door partly open. Mr. Welles asked me if I wanted to make twenty dollars. He did not say what I was to do in return for the twenty dollars. I told him that I was busy and had other things to do, and went on to the diner. About twenty minutes before I made this trip from my car to the diner I had seen Waiter Calloway in my car, at which time Calloway had gone to Mr. Welles' room that morning that morning and that Mr. Welles had offered him twenty dollars if he would let Mr. Welles "go down" on him, Calloway. This was all the conversation I had with Calloway about the matter.

Handwritten: How

After I had made the trip to the diner, at the time that Mr. Welles had called me to his compartment, on my way back to my car I spoke to Porter Mitchell, who asked me what Mr. Welles wanted, and I told him what had happened. Mitchell then said that Mr. Welles had been bothering him all night but did not go into any details or describe how he had bothered him, as I now recollect.

Handwritten: How

Harry W. Lucas,

I had to make another trip to the diner that morning and while on the way I saw another waiter in Mitchell's car who had a tray, but I do not know the name of the waiter. He is a short, browned skinned man. This waiter said to me, as he was coming out of Mr. Welles' compartment, "That old son of a bitch wanted to give me twenty dollars to let him 'go down' on me." I laughed and the waiter laughed and that was all that was said.

Later I had occasion to go to the diner to get some food for the President and while in there on this trip I saw Mr. Welles. As I recall it now, he was not fully dressed and I believe he had on his bath-robe but I am not sure. I saw Mr. Welles had a five dollar bill to the dining car steward Badeaux and at the same time heard Mr. Welles ask Badeaux to have that boy come back to Mr. Welles' room. As I left the dining car on that trip that brown-skinned waiter whom I have just described followed me into Mitchell's car and told me to tell the steward not to send him back to that man's room again, the waiter at the time pointing towards Mr. Welles who was in the diner at the time.

I had occasion that morning to make another trip to the diner and when passing through Mitchell's car I saw the same brown-skinned waiter, Mr. Thomas of the Southern Railway, and Mr. Dale Whiteside of the Secret Service standing near the door of Mr. Welles' compartment. I believe that I mentioned these incidents in short conversations I had with Porters ^{Mitchell} and Dickson and with Mr. Cahagan, inspector for the Pullman Company. Mr. Cahagan instructed all of us not to discuss this as it was a delicate matter. This is all I know about this incident. *How?*

Harry W. Lucas.

Then personally appeared before me, Dwight Brantley, Special Agent in Charge, Federal Bureau of Investigation, at Washington, D. C., this tenth day of January, 1941, the above named Harry W. Lucas, who made oath to and subscribed the above statement.

Dwight Brantley

Witness :

Special Agent.

Washington, D. C.
January 9, 1941.

I, the undersigned, Mr. Walter A. Brooks, on oath, depose and say:

My name is Walter A. Brooks. I reside at No. 5520 Thirty-third street, Northwest, Chevy Chase, Washington, D. C. I am aged 59 years, having been born in Evans City, Pennsylvania, and have been employed continuously for the past thirty-six years by the Pullman Company, and for more than thirty-four years have been a Pullman conductor.

I was in charge of the Presidential train for the Pullman Company on the trip from Hyde Park, New York, to Jasper, Alabama, and return to Washington, D. C., in September, 1940, on the occasion of the funeral at Jasper of the late Speaker of the House Bankhead.

On the return trip from Jasper, Alabama, to Washington, D. C., my attention was brought to an alleged incident involving Mr. Sumner Welles, Under Secretary of State, who was aboard this train and who occupied a compartment aboard the car "Olen Rapids", the porter on which was Sam C. Mitchell, a colored man. ~~My understanding of this incident is that it involved alleged improper advances by Mr. Sumner Welles to porter Mitchell.~~

Mitchell, at about seven o'clock on the morning of September 18th, 1940, on board the train, told me that a waiter, whose name I do not know, had been called by Mr. Welles to his compartment earlier in the morning; that Mitchell did not tell me the name of the waiter, and I do not know now the name of that waiter. Mitchell at this time also told me that Mr. Welles had rung for him and that he had answered the call, by going to Mr. Welles' compartment. Mitchell said that when he went to the compartment, Mr. Welles asked him, Mitchell, to come inside and to close the door. Mitchell did not tell me of the conversation he had with Mr. Welles nor what Mr. Welles wanted him to do. From what Mitchell told me about this incident, whatever occurred there, he, Mitchell, did not like it.

After the conversation with Mitchell, as set forth above, I saw Mr. Welles in the dining car aboard the train, where he had gone for some coffee, which he drank while sitting at a table. Mitchell in discussing this incident with me told me that Mr. Welles had been drinking.

No other porter on the train and no waiter on the train discussed this matter with me, and the only person on board the train, other than Mitchell, with whom I discussed it was Mr. David J. Gahagan, Inspector of the Pullman Company. My only talk with Mr. Gahagan about the matter was what Mitchell had told me.

The only other persons employed by the Pullman Company who were aboard this train having knowledge of this incident, I believe, are: Porter A. Dickson, a colored man, Porter H. W. Lucas, the second, a colored man. I base this belief on my experience as a Pullman

Walter A. Brooks,

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conductor that when some unusual incident occurs on a train the Pullman porters in the cars immediately adjoining each other are apt to get their heads together or talk about it to some extent. The car on the end of the train was the President's car, the porter on which was H. T. Lucas, the second. The car next to that was the car known as "Glen Main" on which A. Dickson was the porter. The next car was the "Glen Rapids", on which Mr. Sumner Welles had a compartment, and on which Sam C. Mitchell was the porter. Adjoining that car forward was the dining car of the Southern Railway, the steward on which was Mr. Sidney Badaux. Mr. W. P. Kusch, manager of the Southern Railway's dining car service, and Mr. Luther A. Thomas, Assistant to the Vice President of the Southern Railway Company, were also aboard the train on this trip.

The information set forth above is the extent of my knowledge of this incident.

Walter A. Brooks.

Then personally appeared before me, Dwight Brantley, Special Agent in Charge, Federal Bureau of Investigation, at Washington, D. C., this ninth day of January, 1941, the above named Walter A. Brooks, who took oath and subscribed to the above statement.

Dwight Brantley

Witness:

W. H. Kest
Special Agent,
Federal Bureau of Investigation.

Washington, D. C.,
January 10, 1941.

I, the undersigned, David J. Gahagan, on oath, depose and say:

My name is David J. Gahagan. I am presently residing at Hot Springs, Virginia. I used to reside at No. 10 Chamblet street, Boston, Massachusetts, but am now making my headquarters at Hot Springs, Virginia. I was born at Somersworth, New Hampshire. I am 52 years of age. I have been employed by the Pullman Company since March first, 1917. I am employed by that company as a service inspector.

In September, 1940, I was a member of the Pullman crew assigned to duty on the Presidential train between Washington, D.C., and Jasper, Alabama, and return, on the occasion of the funeral of the Speaker of the House, Mr. Bankhead. Mr. W. A. Brooks was the Pullman conductor on that train; a porter named Lucas was on the President's car; a porter named Dickson was in the car in which the White House staff was riding; and a porter named Mitchell was in the car in which members of the Cabinet and their representatives had accommodations. Mr. W. F. Kusch, manager of the dining car service of the Southern Railway Company, and Mr. Luther Thomas, of the Southern Railway Company, were also on the train. Mr. Dale Whiteside, of the United States Secret Service, White House detail, was also on the train.


Mr. Sumner Welles, Under Secretary of State, was on the train and it is my recollection that he occupied compartment E in the Pullman car in which Mitchell was porter. I know Mr. Welles only by sight. I know that we left Jasper late in the afternoon and this incident happened early on the following morning. My information concerning it is purely hearsay.

Shortly after two a.m. of that morning I went off duty and retired. I recall that I arose shortly after 5.30 a.m. After making my toilet I went into the dining car for breakfast and while seated there I saw Mr. Welles in the diner looking into the pantry. Mr. Welles appeared to be looking for something or someone in the pantry. He remained there just a minute or two. I did not see him speak to anyone while there, nor did I see anyone speak to him. He then left the diner and it is my recollection that he went toward the car in which he had his compartment. He was fully dressed. Mr. Welles appeared rather pale and haggard; he, however, was able to walk without any difficulty. I did not hear him engage in any conversation with anyone. About five minutes or so later, while I was still seated in the diner, Mr. Welles again came through the diner alone and as I recall walked toward the club car. I did not observe him engage in any conversation with anyone.

On finishing my breakfast I went through the train to observe how everything was getting along. When I came to the car in which Mitchell was porter and I asked him how everything had gone along. Mitchell shook his head and then asked me whether I had heard what had happened and I replied that I had not. Mitchell appeared to be very nervous and disturbed. Mitchell then told me that during the morning Mr. Welles had rung for him several times and that he had answered each ring of Mr. Welles. He stated that Mr. Welles had tried to get him to come into his room; that he had offered him money, and in fact had offered him an opportunity to make some easy money. Mitchell did not name to me any amount that Mr. Welles had offered him. Mitchell did not describe in any detail to me any specific act or statement made to him by Mr. Welles, but from Mitchell's conversation and his apparent state of excitement I could not help but conclude that some unusual thing had occurred. From my conversation with Mitchell, he said that Mr. Welles had tried to get him into the room and had offered him money on more than one occasion that morning. Mitchell told me that when he would not go into Mr. Welles' room, Mitchell was instructed by Mr. Welles to have a waiter come to his room. Mitchell said that he got the waiter to come to the room. Mitchell told me that the waiter, whose name I do not know and which was not furnished me, got out of Mr. Welles' room in a hurry and that the waiter seemed excited. Mitchell told me that as many as two waiters went to the room of Mr. Welles and that he, Mitchell, got each one of them to come back there at Mr. Welles' instructions.

During this conversation with Mitchell, I asked him whether any other Pullman employees knew about the matter. He replied that he had to leave his car to go to the club car to get some clothes and while absent Porter Dickson, in the adjoining car, was answering the signals in his, Mitchell's, car. Mitchell told me that Porter Dickson had told him that while Mitchell was gone he had answered a bell from Mr. Welles' compartment and that Dickson had said that Welles had propositioned him, Dickson, when he answered that bell.

I then talked to Porter Dickson, who told me that he had answered a bell from Mr. Welles' compartment while Mitchell was absent and that Mr. Welles had tried to get him to come into his compartment and close the door but that he had refused to do so. Dickson told me that he informed Mr. Welles he would be pleased to render him any service that he could but that he could not come into his room and close the door. I asked Dickson whether Porter Lucas knew anything about the matter and he said that he believed he did.



David J. Gahagan,

3.

I then interviewed Porter Lucas and asked him what he knew about the matter. Lucas told me that he had no actual knowledge of anything concerning the matter but that Dickson had told him substantially what I have already related here; that Dickson had told me.

I then got in touch with Mr. Whiteside of the Secret Service, Messrs. Thomas and W. F. Busch, of the Southern Railway, and mentioned the matter to them. These men already knew about it. I told them that I had cautioned all Pullman Company employees not to discuss it at all, that it was a very serious matter, and that I would make an oral report of it to my superior officer, Mr. O. W. Snoddy, superintendent. Later when I went to Philadelphia to report it to Mr. Snoddy I found that he was gone and I then made a verbal report of it to Mr. Hale Holden, Jr., vice president of the Pullman Company at New York City. Upon my arrival in Washington from this trip I intended to report it to Mr. C. T. Stewart, district superintendent, but Mr. Stewart was absent and I made an oral report of it to Mr. W. S. Jones, assistant to Mr. Stewart.

I recall that during my interviews with Porters Mitchell and Dickson some mention was made by them to the effect that Mr. Welles had given the dining car steward a bill, probably a twenty dollar bill as I remember the conversation. I do not recollect that Mitchell or Dickson said that they had seen this but I got the inference that possibly the dining car waiters, who had gone to Mr. Welles' room, and Porters Dickson and Mitchell, had probably talked about a bill that was supposed to have been given by Mr. Welles to the dining car steward, whose name I don't know. I gained the impression from Porters Dickson and Mitchell that it was their opinion and that they believed the waiters who went to Mr. Welles' room had the opinion that because of this bill that was given to the steward by Mr. Welles that the steward was to provide a dining car waiter for Mr. Welles. This is solely an opinion of mine. I did not interview the dining car steward or any of the waiters because they are employees of the Southern Railway Company which had two of its own representatives on the train. I remember that Mr. Busch told me that the morale of the dining car crew was disturbed over the incident.

After I saw Mr. Welles walking through the dining car that morning while I was eating breakfast I did not see him again until he detained upon arrival in Washington, D. C., at which time he seemed to be in very good condition. This is all the information I have concerning this incident.

David J. Gahagan
D. J. Gahagan

Then personally appeared before me, Dwight Brantley, Special Agent in Charge, Federal Bureau of Investigation, at Washington, D. C., on the 1st day of January, 1941, the above named David J. Gahagan, who is duly sworn and subscribed to the above statement.

Miami, Florida,
Sunday, January 12, 1941.

I, the undersigned, James L. Hewitt, on oath, depose
and say:

I am 34 years of age. I was born in Alabama. My present residence is 631 Russell street, Covington, Kentucky, where I have lived the past five years. Before that I resided at 756 West Seventh street, Cincinnati, Ohio. I am married. I am presently and for approximately the past twelve years have been employed as a dining car waiter by the Southern Railway Company. In September, 1940, I was so employed as dining car waiter by the Southern Railway Company. During that month I was a member of the crew on the Presidential special train that went from Washington, D. C., to Jasper, Alabama, and return, upon the occasion of the funeral of the late Speaker of the House, Mr. Bankhead. The dining car crew on that train was in charge of Steward Badeaux, of the Southern Railway. Also on the same trip with us, as representatives of the road, were Mr. W. F. Kusch and Mr. Luther A. Thomas.

Among the members of that crew who, in my opinion, had knowledge of that incident, were waiter John Stone, who died about a month after that trip. It is my recollection that on the return trip to Washington, D. C., we left Jasper, Alabama, in the afternoon and this incident occurred early on the morning following. Mr. Sumner Welles, Under Secretary of State, was one of the passengers on that trip. He had a compartment in the Pullman car adjoining the dining car. Porter Mitchell was the Pullman porter assigned to that car.

I stopped work the first night out from Jasper about midnight and at that time when I left the dining car Mr. Welles was in there with some other people eating. I returned to duty the following morning about five or five thirty a.m. At that time Mr. Welles^{was} seated at a table alone. Waiter William Estes had been on duty up to that time and left when I got there. Mr. Welles gave me an order for coffee and orange juice, which I served him. About the time I was serving him, Mr. Welles asked me if I wanted to make twenty-five dollars, and I told him I did. Mr. Welles then told me that as soon as I finished serving him and he got back to his car for me to come back there. I did not ask Mr. Welles what I was to do for him to pay me twenty-five dollars and he did not tell me what he wanted me to do. When Mr. Welles finished his coffee and orange juice he got up and went back towards his car. I did not go back there, because I did not figure there

wae anything I could do for him that wae in line of duty that would be worth twenty-five dollars. I was afraid to go back to his room. I was euspicioue of him. I thought he was "funny". I did not think he was a he-man. I thought when he offered me the twenty-five dollars that he wanted me to come back there to his room so that he could "French" me. No one heard Mr. Welles ask me if I wanted to make twenty-five dollars and to come back to his room. I did not mention this to anyone at the time.

Within a few minutees after Mr. Welles left the car to go to his room I saw him standing in his car looking into the diner. A short time after that he bame back into the diner and sat at the same table. I waited onhim. He ordered coffee and orange juice again, which I served him.

Before Mr. Welles came back to the diner for the second order Porter Mitchell had come back to the diner, so Mr. Badeaux told me, and wanted the same waiter, meaning me, to come to his compartment. Mr. Badeaux asked me to go back to his compartment, and I then told Mr. Badeaux I did not want to go back there and I told Mr. Badeaux what he had said to me the first time about making twenty-five dollars. Mr. Badeaux told me that he would report the matter to Mr. W. F. Kusch, manager of the dining car department of the road. Later Mr. Kusch came to me and I told him what had happened just as I have told it here. Mr. Kusch told me that if Mr. Welles came back into the dining car for me to leave.

Porter Mitchell came to the dining car a time or two and said that Mr. Welles wanted the same waiter in his compartment but I did not want to go there. Mr. Kusch then said that I had better go back accompanied by Mr. Badeaux to see what he wanted. Mr. Badeaux and I started back to Mr. Welles' compartment and as we got into his car we met waiter John Stone, now dead, who said he had been back to Mr. Welles' compartment. Stone started to tell us something about what had happened but got no further than remarking that Mr. Welles is "funny", and Mr. Badeaux told him not to discuse it but to go and tell Mr. Kusch about it. Mr. Badeaux and I then returned to the diner without going to Mr. Welles' compartment.

Just as Mr. Badeaux and I were leaving the Pullman to go to the diner Porter Mitchell came up and said that Mr. Welles had been acting "funny" as he had been bothering him all night. This was all Mitchell said to me about this matter.

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I then returned to the diner and began work. Later Mr. Kusch instructed me not to discuss this matter with anyone and I did not talk to anyone about it, except Mr. Thomas, of the Southern Railway.

I at no time was in Mr. Welles' compartment and this is all that I know about this matter.

James L. Hewitt

Then personally appeared before me, Dwight Beantley, Special Agent in Charge, Federal Bureau of Investigation, at Miami, Florida, this twelfth day of January, 1941, the above named James L. Hewitt, who made oath to and subscribed the above statement.

Dwight Beantley
Special Agent in Charge.

Witness:

W. H. Hest
Special Agent.

Washington, D. C.,
January 9, 1941.

I, the undersigned, Henry Callaway, on oath, depose and say:

My full name is Henry Callaway. I am 37 years of age and reside at 1132 Simpson street, Northwest, Atlanta, Georgia, where I was born. I entered the employment of the Southern Railway Company in 1925 and was employed at that time for three and a half years. I again entered the employ of that company in 1934 and have been employed by them continuously since that time. I am employed by them as a waiter in the dining car department.

For approximately the past three years I have been making trips on Presidential trains, and I was member of the dining car crew on the Presidential special between Washington, D. C., and Jasper, Alabama, in September, 1940, upon the occasion of the funeral of the Speaker of the House, Mr. Bankhead. As I recall it, we left Jasper on the return trip to Washington late in the afternoon of September 17, 1940, and the incident in question occurred early on the morning of September 18, 1940. Mr. Sumner Welles, Under Secretary of State, was a passenger on that train. He occupied compartment E in a car adjoining the diner.

Early that morning, September 18, 1940, Mr. Badesaux instructed me to take a pot of coffee to compartment E, which was occupied by Mr. Welles. I took the pot of coffee to him. The door was open and Mr. Welles was sitting, "rested, on the edge of his bed. I asked him if he would like to have me place it on a chair near the bed or on the bed. He told me to set it on the chair. He then told me to close the door. I then left the room, closing the door after me. This was all that was said and done at that time.

I then returned to the diner. Within fifteen minutes or so Pullman porter Mitchell, who was on duty in the car in which Mr. Welles was riding, came to me and said that Mr. Welles wanted me to come back and get the money for the coffee. I refused to go back at that time because I did not want to have anything further to do with the matter. A few minutes later Porter Mitchell returned to the diner and had with him the money for the coffee. This amount was a dollar. The coffee cost twenty cents. Mitchell told me that Mr. Welles insisted on me bringing back to him the change. I told Mr. Badesaux, the steward, about the first trip to Mr. Welles compartment and I also told him about Mr. Welles wanting me to come back and get the money for the coffee, and to take the change back, which things Porter Mitchell had told me.

4.C.

Henry Callaway,

2.

I took the change back to Mr. Welles' compartment and on this trip back there Mr. Luther Thomas, of the Southern Railway Company, and a member of the Secret Service, stood on the outside of the door to Mr. Welles' compartment. When I got to the door I do not now recall whether it was open or closed, but when I got there he was seated on the side of the bed with his jacket off. I gave him the change and he gave me a tip. I did not close the door at any time while I was in there. He attempted to say something to me but I paid no attention to it and got out of there, thanking him as I left.

The above is all that I know about this matter.

Henry Callaway

Then personally appeared before me, Dwight Brantley, Special Agent in Charge, Federal Bureau of Investigation, at Washington, D. C., this ninth day of January, 1941, the above named Henry Callaway, who made oath to and subscribed the above statement.

Dwight Brantley
Special Agent in Charge.

Witness:

Robert
Special Agent.

Washington, D. C.
January 9, 1941.

I, the undersigned, Sidney Joseph Badeaux, on oath, depose and say:

My full name is Sidney Joseph Badeaux. I reside at 2126 Ponce De Leon, Atlanta, Georgia. I am a dining car steward employed by the Southern Railway Company since 1926. Within the past few years I have made several trips with the Presidential train. I was in charge of the dining car on board the Presidential special from Washington, D. C., to Jasper, Alabama, and return, in September, 1940, on the occasion of the funeral of Speaker of the House Bankhead. We left Jasper about 4.00 p.m. on September 17, 1940, for Washington, D.C., and the incident referred to occurred early on the morning of September 18, 1940. I had never seen Mr. Sumner Welles before that trip but I saw him at that time and know that he was a passenger on that trip, he having room E in the adjoining car to the dining car.

I was on duty in the dining car until midnight of September 17, 1940, when I retired. When I left to retire Mr. Welles was in the dining car. I returned to duty shortly after five o'clock the following morning, September 18, 1940. Mr. Welles was still in the dining car. He had coffee before him at that time. Within a few minutes after I came on duty that morning, Mr. Welles left the dining car, handing me a ten dollar bill, out of which he paid his check and gave me a five dollar ~~bill~~. Mr. Welles left the diner and went to his car. He had been gone but a short time when he returned to the diner and asked me to send to his compartment a pot of coffee, which I did. I instructed waiter Jimmy Hewitt, who was a member of the crew, to take the pot of coffee to Mr. Welles compartment. Hewitt returned within a very short time to the diner. Hewitt when he returned was upset and excited and said there was something wrong with that man in compartment E, or words to that effect. I stopped him and did not permit him to go into details as I did not want to know about it.

Within a short time later Mr. Welles returned to the diner and wanted another pot of coffee, which I sent to him by waiter John Stone, who is now deceased. When waiter Stone returned to the diner he was worked up and excited. In his excitement waiter Stone began to address me but I did not permit him to go into any details or give any explanation of what had happened.

Within a short time thereafter Mr. Welles again returned to the diner and told me he wanted another pot of coffee sent to his compartment. I sent it is coffee to him by waiter Henry Callaway, who was a member of the crew. Callaway returned very shortly. He seemed disturbed and excited. I reported the matter to Mr. W. F. Kurch, manager of the dining car service of the Southern Railway Company, who was aboard the train.

- 2 B

S. J. Badeaux,

2.

This is all that I know about this matter.

Sidney J. Badeaux

Then personally appeared before me, Dwight Brantley, Special Agent in Charge, Federal Bureau of Investigation, at Washington, D. C., this ninth day of January, 1941, the above named Sidney Joseph Badeaux, who made oath to and subscribed the above statement.

Dwight Brantley
Special Agent in Charge.

Witness:

W. J. West
Special Agent.

Miami, Florida,
January 12, 1941.

I, the undersigned, William F. Kusch, on oath, depose
and say:

My name is William F. Kusch. I reside at 1012 South
Mansion Drive, Silver Springs, Maryland, where I have been since
October 1, 1939. I am presently staying at the Everglades Hotel,
Miami, Florida. I am 47 years of age. I was born at Chicago,
Illinois. For the past seventeen and one-half years I have been
manager of the dining car department of the Southern Railway
Company. In September, 1940, I held that same position with that
same road and as a representative of that road accompanied the
Presidential special train from Washington, D. C., to Jasper,
Alabama, and return, upon the occasion of the funeral of the
Speaker of the House, Mr. Bankhead. Since 1932 it has been
part of my duty to accompany Presidential special trains.
On that trip to Jasper, Alabama, and return, Mr. Sumner Welles
was a passenger on that train. I know Mr. Welles by sight and
had seen him before that. We left Jasper, Alabama, for Washington
on the afternoon of September 17, 1940, and this incident occurred
early on the morning of September 18, 1940, beginning in the
neighborhood of six thirty a.m. and extending until about seven
fifteen or seven thirty a.m.

The dining car steward on that train was Mr. Sidney J.
Badeaux. The waiters on the dining car who have knowledge of this
affair are James Hewitt, John Stone, and Henry Calloway. Mr. Welles
I recall had a compartment in the Pullman car immediately adjoining
the dining car, in which the Pullman porter was named Mitchell.

When I retired at about 10.30 p.m. September 17, 1940,
Mr. Welles was in the dining car. I arose the next morning and
reached the dining car about six thirty a.m. Mr. Welles was in the
dining car at that time, seated at a table, alone, and fully dressed.
He had orange juice and coffee before him. Waiter Hewitt was
waiting on him. I got a seat at a table two or three tables
removed from where Mr. Welles was sitting and saw Mr. Welles talk-
ing to waiter Hewitt but could not hear what was said. I saw Mr.
Welles pay his check and he left the dining car shortly after that.

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When Mr. Welles left the dining car he went back towards his car. A short time after that Porter Mitchell came through the diner and not addressing anyone in particular and said that Mr. Welles wanted that same waiter to come to his compartment. It is my recollection now that I told waiter Hewitt to go back to Welles' compartment but instead Hewitt went into the pantry of the diner. While Hewitt was in the pantry Mr. Welles came into the diner, sat down at the same table, and ordered orange juice and coffee, which was served him by Hewitt. After finishing Mr. Welles paid his check and went back toward his car. Porter Mitchell a short time later again came to the diner and said Mr. Welles wants the same waiter who just served him back in his compartment.

I then went to Steward Badeaux and Waiter Hewitt, asking them why that passenger was not being waited on. Hewitt then informed me that he was afraid to go to Mr. Welles' compartment because Mr. Welles had made him a proposition when he first served him in the dining car that morning. Hewitt told me that Mr. Welles had asked him if he wanted to make twenty-five dollars, but did not say that Mr. Welles had stated what he specifically wanted him to do for the twenty-five dollars. I then told Hewitt he should go to Mr. Welles' compartment accompanied by Mr. Badeaux. Instead of going toward the compartment Hewitt walked toward the pantry. I then asked him what was the matter and he said that Mr. Welles was "queer" and that he was afraid to go to his compartment.

While Hewitt was in the pantry waiter John Stone, now dead, came up and volunteered to go to Mr. Welles' compartment, stating that he knew how to handle that type of man. Stone got a tray and started towards Mr. Welles' compartment, alone. I instructed him to be careful and to be very polite and courteous.

In the meantime, as I remember it, Steward Badeaux induced or persuaded Waiter Hewitt to go back to Mr. Welles' compartment, apparently not knowing I had instructed Waiter Stone to wait on Mr. Welles in his room. A short time later Waiter Stone returned to the dining car excited and sweating. Stone told me that Mr. Welles was "funny" or "crazy". I asked him why, and Stone told me that when he entered Mr. Welles' room, Mr. Welles slipped behind him and closed the door of the compartment. Stone said that while he was in Mr. Welles' compartment Mr. Welles opened his, Stone's, tie, began to unbutton his, Stone's, coat and told him, Stone, to take all his clothes off, and get on the bed. Stone said that Mr. Welles then pulled out a roll of money and said, "I will give you twenty dollars, fifty dollars, or even one hundred dollars; money makes no difference to me." Stone then said that he told Mr. Welles that he would be out of the dining car too long;

and that he had better go back to the dining car and tell Mr. Badeaux that he was serving Mr. Welles, after which he would return to Mr. Welles' compartment. Stone said that he was able to get away from Mr. Welles through that pretext. No one heard Stone tell me this.

The morale of the dining car crew was very much disturbed by this time.

A short time later Porter Mitchell came into the diner and said that Mr. Welles wanted that same waiter, meaning Stone, back in his compartment. I then decided I would not send any more waiters back. Mr. Welles then came into the diner and as he entered practically all of the waiters left the dining car, some of whom went into the pantry and some left the car. I walked into the kitchen of the diner to be out of view. Just as I got into the kitchen Mr. Welles entered the pantry and in a very angry tone of voice asked "Where is that waiter." Someone, and I think it was a waiter, told Mr. Welles he would try to find that waiter. Mr. Welles then left the diner, walked towards his car, but did not leave an order for anything.

I then went to get Mr. Thomas and told him what had occurred. I waited for Thomas until he got dressed and then we went back to the diner together. Mr. Thomas then had waiters Hewitt and Stone tell him what had happened concerning Mr. Welles. Mr. Thomas then called Mr. Dale Whiteside, of the Secret Service detail, and the three of us went to the smoking room of one of the Pullmans ahead of the diner. I there related to Mr. Whiteside and Mr. Thomas all that I knew of the matter. I suggested to Mr. Whiteside that he talk to the waiters and to Porter Mitchell so that he could get from them what they knew about Mr. Welles' conduct that morning. As I remember it now, Porter Mitchell and Waiter Stone were called there to the smoking room and told what they knew of it. Stone told what I have related here. Mitchell told that Mr. Welles had been bothering him all night and had also propositioned him. Mitchell told Mr. Whiteside that he had told Mr. Welles that he, Mitchell, was not that kind of a man. Mitchell also said to Mr. Whiteside, Mr. Thomas and myself, that after Waiter Stone had been in there, that Mr. Welles rang for him, Mitchell, and told him that if he would get Stone back to his compartment there would be five dollars in it for Mitchell and fifteen dollars for the waiter.

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After Mr. Whiteside finished talking to Porter Mitchell and Walter Stone the train arrived at Roanoke, Virginia, where it stopped for a short time, and I got off to get some air. After the train left Roanoke Mr. Badeaux told me that Walter Callaway had served Mr. Welles a pot of coffee in his compartment, later going to Mr. Welles' compartment to get the money for the check. I then questioned Callway as to whether anything unusual had occurred when he went to Mr. Welles compartment and he told me that it had not.

I at no time that morning had any conversation with Mr. Welles and I was not in his compartment. I instructed all of the dining car crew not to discuss this matter as it was a very delicate thing.

I did not see Mr. Welles any more that day until the train arrived in the Union Station at Washington, D. C. The above is all that I know about this matter.

William F Kusch

Then personally appeared before me, Dwight Brantley, Special Agent in Charge, Federal Bureau of Investigation, at Miami, Florida, this twelfth day of January, 1941, the above named William F. Kusch, who made oath to and subscribed the above statement.

Dwight Brantley
Special Agent in Charge.

Witness:

M. D. West
Special Agent.

MR. LUTHER A. THOMAS, Assistant to the Vice President of the Southern Railway Company, Room 947, Southern Railway Building, Washington, D. C., was interviewed at the above address.

Mr. Thomas stated that the incident involving the alleged improper advances made by Mr. Sumner Welles, Under Secretary of State, to colored employees of the Southern Railway Company, occurred on the Presidential train that left Jasper, Alabama, at about 3.30 p.m. of Tuesday, September 17, 1940, the incident itself occurring on that train sometime between 5.00 a.m. and 7.00 a.m. of September 18, 1940, and probably more nearly about 6.00 a.m. of that date, while the train was enroute between Jasper, Alabama, and Washington, D. C.

Mr. Thomas stated that he had been assigned to that train as a representative of the railroad and at the time of the alleged happening was occupying a room on the train. Of the company's employees who had knowledge of the situation, he said, were Mr. W. F. Kusch, manager of the dining car service for the road, of Washington, D. C., who is ill and is presently residing at 810 Northeast Eighty-seventh street, Miami, Florida; Mr. S. J. Badeaux, the dining car steward, presently attached to a train running out of Atlanta, which comes through Washington; Henry Callaway, a colored waiter presently attached to the same train with Mr. Badeaux; John Hewitt, a colored extra waiter presently attached to the "Sunbeam", between Cincinnati and Miami, Florida, whose address may be obtained through the dining car department of the road, and John Stone, a colored waiter, of Washington, D. C., who died approximately two months ago.

The employees of the Pullman Company on that trip who have knowledge of the affair, according to Mr. Thomas, are Inspector David J. Cahagan, and colored porters S. C. Mitchell and A. Dickson. Mr. Thomas also stated that colored porter H. L. Lucas, who had been attached to the President's car, Car No. 1, may have had some information concerning the matter because he re-

calls that Lucas passed through that car and remarked to him in passing, "That is a bad fellow back there," which might indicate that possibly Lucas had heard about the situation. Mr. Thomas also said that Mr. Dale Whiteside, of the White House Detail, United States Secret Service, also had knowledge of the matter.

Mr. Thomas continued by saying that he recalls that shortly before this matter came to his attention he, Thomas, had gone back to his room to shave and to change his shirt; that this was after daylight and just before the train reached Roanoke that the situation arose. The dining car, of course, had been open all night and Mr. Welles with a party of two other men were in the dining car very late and were seen there by him, Thomas, while on his way back to his room to change his clothes, so that apparently Mr. Welles' two companions had returned to their rooms and Mr. Welles had gone to his room before the occasion arose. Mr. Thomas stated that he knows Mr. Welles by sight and, of course, saw him on board that Presidential train.

As he recalls the situation now, Mr. W. F. Kusch came to his, Thomas', room and in an excited manner told him "something terrible has happened in my dining car" and said it involved "international complications," and that he said to Mr. Kusch that whatever happened could not be really that bad and asked him to relate his story. Mr. Thomas stated that Mr. Kusch then told him of the following situation:

After Mr. Welles had reached his room from the dining car, according to the statement of Mr. Kusch and from subsequent investigation made by Mr. Thomas, it appears that Mr. Welles rang for the Pullman porter and Porter S. C. Mitchell, of Car No. 3, on which Mr. Welles had his room, answered the call. Mr. Welles had been drinking and was no doubt intoxicated, Mr. Thomas said. When Porter Mitchell reached the room and was inside, Mr. Welles got up, closed the door and locked it. Mr. Welles then, according to the porter, said "If you want to make twenty dollars, take your clothes off and stay in here with me for twenty minutes."

Mr. Thomas stated that Porter Mitchell is a bright, intelligent, colored man, well above the average colored person in intellect, and while he knew the import of Mr. Welles' invitation, pretended that he did not understand him, whereupon Mr. Welles told him "cold turkey" to him, the porter still pretending he did not comprehend him at all, saying "Mr. Welles, you have had a big time and it is about time for you to go to bed and I will help get you undressed." However, according to Porter Mitchell, Mr. Welles would not have it that way and proceeded to curse Porter Mitchell, saying "You will have to do as I tell you on this train," in reply to which Porter Mitchell said, "Mr. Welles, you have got the wrong man - not me."

Mr. Thomas stated that, according to Porter Mitchell, Mr. Welles then told him to get for him a colored boy from the dining car and there would be a tip of five dollars for himself and fifteen dollars for the boy, in reply to which Porter Mitchell is alleged to have said, "No, sir; not me; I ain't going to have nothing to do with it at all. I will put you to bed or do anything you want, but nothing like that." Mr. Welles finally got Porter Mitchell to get him a pot of coffee from the dining car.

Mr. Thomas states that he does not now recall just who the person was who went back with the pot of coffee but that Mr. Kusch can furnish definitely the name of that person. It is his present belief that it was Walter Henry Callaway who took the coffee to the room. Mr. Welles answered the door and said to the waiter, "Set it over here on the bed," this being in answer to the waiter's statement, "Here is your coffee, Mr. Welles." When this waiter put it on the bed, Mr. Welles got up, locked the door, and made the same sort of proposition to him, and the waiter was frightened and got out of there.

Mr. Thomas stated that when this waiter got back to the dining car he was very scared and tried to tell Mr. S. J. Badeaux, the steward, but apparently Mr. Badeaux did not want to hear about it and did not want to discuss it with the waiter. In a few minutes thereafter Mr. Welles came to the dining car and severely criticized

the service, stating that he wanted some coffee immediately. Mr. Thomas said that evidently in the meantime Mr. Kusch heard about it, because when Mr. Welles came into the dining car everyone is supposed to have gone out of there. Mr. Kusch then reported it to Mr. Thomas and Mr. Thomas conducted an investigation of the situation.

Mr. Thomas stated that he, accompanied by Mr. Kusch, immediately went back into the dining car and found no guests there, nor was anyone in there excepting some of the help. The situation in the dining car then being apparently under control, Mr. Thomas then went into the Pullman car immediately ahead of the dining car, in order to avoid any possible discussion of the matter in the dining car where guests might come momentarily. Mr. Thomas then asked the steward, Mr. Badeaux to immediately summon Mr. Dale Whiteside, of the White House Detail, of the United States Secret Service. In the meantime, Mr. Thomas asked Mr. Kusch and the waiter, believed to be Henry Callaway, and Pullman Porter Mitchell, whom he was advised had knowledge of the situation, to come into the room on that Pullman car, where he awaited Mr. Whiteside, who appeared within a few minutes.

Mr. Thomas states that he then told Mr. Whiteside, "We have a bad situation here this morning and I want you to hear the story first hand," whereupon Pullman Porter Mitchell and the waiter whom Mr. Thomas believes was Henry Callaway, related their experiences to Mr. Whiteside and to Mr. Thomas, while Messrs. Kusch and Badeaux possibly heard a portion of the same.

Mr. Thomas states he recalls Steward Badeaux coming to the car where the matter was being discussed on one or more occasions, saying that Mr. Welles had again come into the dining car and was demanding service and that he had an old waiter, John Stone, take a large tray and a pot of coffee back to Mr. Welles' room, whereupon Mr. Thomas then instructed Steward Badeaux to permit no other employee of the dining car or of the railroad to go back into Mr. Welles' room until the circumstances surrounding the disturbance between the dining car employees and Mr. Welles were developed.

In the meantime, according to Mr. Thomas, Pullman porter Mitchell and dining car waiter Callaway, as he now recalls, were relating their experiences to Mr. Whiteside in the presence of Mr. Thomas. At this time dining car waiter John Stone apparently had returned to the dining car, from Mr. Welles' room, much excited and upset, and was told by Steward Badeaux to go to the room in the Pullman car ahead where Mr. Thomas was at that time. Before Stone reached the room then occupied by Mr. Thomas and Mr. Whiteside, and after Mr. Whiteside had heard the relations of the experiences of Mitchell and Callaway, Mr. Whiteside turned to Mr. Thomas and said that it was the worst thing he had ever heard and that he hardly knew what to do about it. At about that time, waiter John Stone appeared in the room in which the conference was being held.

Mr. Thomas stated that Stone appeared very excited, was perspiring freely, and stated that Steward Badeaux had sent him in to see Mr. Thomas. Stone then said, "That man back there must be crazy," meaning Mr. Welles, and "beat anything that he had ever seen." Stone stated that he had run into people like that before but that Mr. Welles was the worst he had ever encountered, Stone relating that when he reached Mr. Welles' room he set the coffee on the bed, at which time Mr. Welles shut the door and locked it, with Stone and Mr. Welles on the inside. Stone claimed that Mr. Welles pulled his, Stone's, bow tie loose and attempted to unfasten his collar, at the same time Welles, according to Stone, saying, "You know what you are in here for, don't you?" Stone, according to Stone's statement, claimed that he demurred and stated that he thought he was in there to bring him his coffee, whereupon Mr. Welles, according to Stone, stated that he would give him twenty dollars to take every piece of clothing off and stay in there with him for twenty minutes. Stone stated he was trying to get out of the room and Mr. Welles showed him a considerable roll of money and stated that money was no object, that he would give him, thirty, forty or even one hundred dollars if he would do as he said. Stone further stated that in his excitement and in his attempt to get out of Mr. Welles' room, he thought of an excuse and told Mr. Welles that the steward knew he had carried the

coffee back to his room and that if he stayed there more than a few minutes he would come around to see about him, and that if he would let him out of the room he would tell the steward that Mr. Welles wanted him to stay back there and serve him, which would not create any suspicion on the part of the steward. Upon the promise of an early return he, Mr. Welles, let him out the door. Stone then returned to the dining car, from Mr. Welles' room, and was instructed by Steward Badeaux to report to Mr. Thomas in the room in the Pullman car immediately ahead of the diner, where Stone related in detail to Messrs. Whiteside and Thomas the aforementioned story. This was also related in the presence of Mr. Kusch.

After hearing the stories of Mitchell, Callaway and Stone, and in the meantime learning that Mr. Welles had been back to the dining car again, looking for the waiter who had promised to serve him, and creating a further disturbance in the dining car, it was decided by Mr. Thomas and Mr. Whiteside that inasmuch as Mr. Welles persisted in coming into the dining car, into which in the meantime a few other guests had come, and in order to avoid further embarrassment, it might be well for Mr. Thomas and Mr. Whiteside to accompany Walter Callaway with a pot of coffee to the car in which Mr. Welles had his room.

Walter Callaway was instructed to get a pot of coffee and take it back to Mr. Welles' compartment but under no circumstances to allow the door to be closed. Mr. Thomas and Mr. Whiteside accompanied him and stood within a few feet of the open door of Mr. Welles' room. Mr. Thomas states he heard Mr. Welles talking in a very low tone of voice to Walter Callaway but was unable to distinguish any words. Walter Callaway, according to Mr. Thomas, was also instructed that if Mr. Welles made any improper advances or proposals to him to be most courteous to him, to politely bow, and say, "Thank you, thank you, sir" and back out of his compartment into the aisle.

While Walter Callaway was in Mr. Welles' room and Mr. Welles was conversing with him, two passengers approached from the rear end of the car on their way to the diner apparently, thus making it necessary for Mr.

Whiteside to move from the position in which he had stationed himself, in order to enable these passengers to pass through, this being necessary as the entire car was an all-room car, and in so changing his position Mr. Whiteside came into view of Mr. Welles, whose compartment door was still open, and, according to Callaway, Mr. Welles said, "What is Mr. Whiteside doing at my door; what is this anyhow, or anyway," or words to that effect, whereupon Callaway stated that he, Callaway, bowed very politely and backed out of Mr. Welles' room, and then returned to the dining car.

Mr. Thomas stated that he, Mr. Thomas, and Mr. Whiteside observed Mr. Welles' room for a few minutes, whereupon Mr. Welles closed the door, and that was the last Mr. Thomas saw of him until he detrained on arrival at the Washington station on the afternoon of September 18, 1940.

Mr. Thomas also stated that before reaching Washington, D. C., H. B. Lucas, a Pullman porter attached to the President's car, Car No. 1, came through and remarked to him, Thomas, "That is a bad fellow back there," to which Mr. Thomas made no reply, but which might indicate that possibly Porter Lucas had heard about the situation.

Mr. Thomas stated that after this occurred he talked to the individual employees that he thought might know anything about it and told them they should treat the situation as though it had never happened, further admonishing them not to discuss it with anyone or among themselves, because it would be a matter for them to never mention.

Mr. Thomas stated that the Pullman conductor on that train was Mr. W. A. Brooks and the Pullman inspector was David J. Cahagan. Mr. Thomas said that after talking to the employees of the Southern Railway Company he got hold of Conductor Brooks and Inspector Cahagan and told them they need not make a report, further telling Inspector Cahagan not to make any written report but merely an oral one to Mr. Snoddy, his superior in charge of this area.

He further stated that all of the colored waiters involved in this affair have been with the Southern Railway Company a number of years and are very reliable men, persons who were selected for service with the Presidential train because of their proven reliability. He states that, generally speaking, the company picks the best equipment and the best crews, while the extra waiters are also selected because of their proven reliability. As to Waiter John Hewitt, Mr. Thomas stated that he has an excellent reputation. Henry Callaway, he said, is also a very reliable man, and John Stone, who died approximately two months ago, was not one of Badeaux' crew, as he ran usually between Washington and Roanoke, but was selected because of his ability and the excellent reputation he bore. He further stated that the train conductor knew nothing whatever of this affair, because when all of this happened the train was on the lines of the Norfolk and Western Railroad.

Mr. Thomas also said there is no written record of this affair in the files of the railroad company, as all reports were made and handled orally.

Mr. Luther A. Thomas executed the following:

I, Luther A. Thomas, of Washington, D. C., have read the foregoing eight pages and hereby state that the same is true, to the best of my knowledge and belief.

(signed) Luther A. Thomas.

Washington, D. C.,
January 22, 1941.

Then personally appeared before me, Dwight Brantley, Special Agent in Charge, Federal Bureau of Investigation, at Washington, D. C., this twenty-second day of January, 1941, the above named Luther A. Thomas, who subscribed and made oath to the above statement.

Witness: (sgd) E. J. West. (signed) Dwight Brantley.
Special Agent. Special Agent in Charge.

There is no record in the files of the CREDIT BUREAU, Washington, D. C., of Samuel C. Mitchell, according to Miss Libonati.

Mrs. Tobin, of STONE'S MERCANTILE AGENCY, INCORPORATED, Washington, D. C., furnished a file on Samuel C. Mitchell, of No. 154 W street, Northwest, Washington, D. C., a Pullman porter, whose wife is employed by the public schools in Washington, which file shows the credit of Mitchell is satisfactory.

The Atlanta, Georgia, Bureau office was contacted telephonically and Special Agent P. A. Larmoyeux was requested to have the credit bureaus and the records of the county and city law enforcement agencies checked with respect to Sidney J. Badeaux, a dining car steward, and Henry C. Callaway, on January 10, 1941. Mr. Larmoyeux called later on the same date, by telephone, and informed that the CREDIT SERVICE EXCHANGE, of Atlanta, had in its files a report, dated October 24, 1935, concerning Badeaux, whose wife is listed as Lena B., residing at 672 Glen Iris Drive, Northeast, Atlanta, apartment 1, at that time, and whose husband was then employed as a dining car steward by the Southern Railway Company. That file listed his credit as good; known to the credit bureau since 1921; age given as approximately 45 in 1935; a resident of Atlanta since 1930, with previous residences listed as Norfolk and Richmond, Virginia, and Chattanooga, Tennessee. His prior Atlanta address was given as 454 North Highland Avenue, northeast. He was in the United States Navy for a number of years, has been with the Southern Railway Company since 1935, and his salary in 1935 was reported as \$200.00 a month. He is also reported as receiving a pension from the United States Navy, and his reputation in Atlanta is good.

A supplementary report in the files of that credit bureau, dated October 11, 1939, lists the residence of Badeaux then as 2126 Ponce de Leon, Atlanta, and his credit as good.

The 1940 Atlanta telephone directory lists Mr. S. J. Badeaux as residing at 2126 Ponce de Leon, Atlanta.

Mrs. Libonatti, at the CREDIT BUREAU, No. 1221 O street, Northwest, Washington, D. C., furnished a record of that concern on Harry F. Lucas, of No. 5339 East Capitol street, Washington, which indicated that he is buying the property at that address and the balance due as of March 19, 1940, was \$2614.38, which he is paying off at the rate of \$57.50 a month to the Capital View Realty Company, Washington. That record also shows that he rents an apartment in this house for \$31.00 a month. He was listed as formerly residing at No. 1827 Florida Avenue, Washington, D. C. He has no children and his wife was employed temporarily in 1940 at the Census Bureau. These records list the credit of Lucas as "o. k." The file also discloses that the wife of Lucas was sued in 1939 by a Dr. W. C. Willoughby, Washington, D. C., on a \$25.00 account.

Mrs. Robin, of STONE'S MERCANTILE AGENCY, INCORPORATED, No. 1419 H street, Northwest, Washington, D. C., furnished a file on Harry Lucas, listed as residing at No. 1827 Florida Avenue, Washington, a Pullman porter, which showed that Bailey's Tire Store, Washington, sued Lucas in September, 1936, on an account in the amount of \$19.22. The attorney who filed the suit is listed as J. A. Solen. The files of this Agency show that Lucas had a number of small accounts with various firms in Washington over a period of years, all of which were listed as satisfactory with the exception of the one with Bailey's Tire Store.

Mr. Larmoyeux stated that the records of the CREDIT SERVICE EXCHANGE, at Atlanta, contained a report, dated September 20, 1940, on Henry C. Callaway, whose wife's name is given as Annie Mapp, residing at 1132 Simpson street, Northwest, Atlanta. Callaway's employment is shown as a waiter with the Southern Railway dining car service since September, 1934. His credit rating is fair. He has been known to the credit bureau since 1938, has resided in Atlanta many years, is a negro, whose age is given as approximately 31 years, no previous employment known, and character believed to be good. His salary is reported as \$80.00 a month, meals and tips. He formerly resided at 605 Fair street, Southwest, Atlanta. His wife is employed by Davidson-Parson, a department store, and she is well-regarded.

Mr. Larmoyeux stated that the records of the RETAIL CREDIT COMPANY, of Atlanta, showed no file on Badeaux or Callaway.

Mr. Larmoyeux also stated that the criminal records of the Police Department at Atlanta and of the Fulton County Identification Bureau, Atlanta, were checked and no record was found concerning Badeaux or Callaway.

At the CREDIT BUREAU, No.1221 G street, Northwest, Washington, D. C., Miss Libonati was contacted and furnished the file of that bureau on Mrs. Alexander Dickson, formerly of 1613 Marion street, Northwest, Washington, D. C., whose husband is listed as Alexander Dickson, a Pullman porter for approximately twenty-nine years. This file shows that this woman is an organist at the Asbury Methodist Church, Eleventh and K streets, Northwest, Washington, D. C., is highly regarded, that her credit is listed as good and that the credit of her husband, Alexander Dickson, is listed as good.

Mrs. Tobin, at STONE'S MERCANTILE AGENCY, INCORPORATED, No.1419 H street, Northwest, Washington, D. C., produced a file of that bureau on Alexander Dickson, who formerly resided at No.1613 Marion street, Northwest, Washington, D. C., who is listed as a Pullman porter. These records show that he had small charge accounts in 1940, which were listed as satisfactory. These records also show a mechanic's lien filed May 1, 1931, by Ralph Gibson and Company against Dickson, then living at No.1613 Marion street, Northwest, Washington, D. C., in the amount of \$208.00. They also show that on January 11, 1938, the Associates Investment Company filed a suit against Dickson, residing at No. 1613 Marion street, Northwest, in the sum of \$241.70 on a note. They show that in 1937 Dickson was in arrears on the payment of some notes secured by a deed of trust on the premises at No.1613 Marion street, Northwest, in the sum of \$1248.98, which included principal and interest.

There was no record of Walter A. Brooks at the CREDIT BUREAU, No.1221 G street, Northwest, Washington, D. C., according to Miss Libonati.

Mrs. Tobin, at STONE'S MERCANTILE AGENCY, INCORPORATED, No.1419 H street, Northwest, Washington, D. C., produced a record in the files of that Bureau which lists Walter A. Brooks, of No.5520 Thirty-third street, Northwest, Washington, D. C., as a Pullman conductor, whose income is reported as about \$250.00 a month; credit satisfactory, excepting one judgment against him in 1936 in favor of the Hecht Company, a department store of Washington, in the amount of \$37.14.

Mr. L. A. Obenshain, Acting Special Agent in Charge, of the Cincinnati, Ohio, Bureau Office was contacted telephonically on January 14, 1941, and requested to check the police department and credit bureaus with respect to James L. Hewitt, a waiter, employed by the Southern Railway Company.

Later in the day Mr. Obenshain called by long distance telephone and stated there had been found in the records of the Cincinnati Police Department a record of an arrest of one James Hewitt, Police Department No. 91006, residence address 311 Broadway, Cincinnati; date of arrest, April 30, 1934; charge, disorderly conduct; witnesses, two police officers; charges dismissed April 30, 1934. This James Hewitt is described as aged 28, in 1934; male, single, negro, occupation waiter. No photographs or fingerprints were made at the time of arrest.

The Cincinnati Police Department records also show, he stated, an arrest of James Hewitt, colored, of 426 Cutter street, Cincinnati, Police Department No. 6965, which record shows that this James Hewitt surrendered to the police of Cincinnati on April 30, 1935, on a warrant charging disorderly conduct, the prosecuting witness being Inez Stopall, apartment 21, No. 626 West Fourth street, Cincinnati, and this case was dismissed on April 30, 1935, for want of prosecution.

There is no police record of James L. Hewitt at Covington, Kentucky.

The records of the RETAIL MERCHANTS CREDIT BUREAU, at Cincinnati, he informed, show a record of James L. Hewitt, wife's name Emma, with residence at 631 Russell Avenue, Covington, Kentucky, known to the files of that Bureau since July, 1938. The last report, dated October 8, 1940, shows his age as from 30 to 35, employed by the Southern Railway Company, Ludlow, Kentucky, as a waiter for three years, salary \$95.00 a month plus tips; with good habits, morals and character. In 1938 he gave as his employer the Hotel Gibson, Cincinnati, but on checking at the Hotel Gibson the credit bureau could find no record of his employment at that hotel. His credit rating is from fair to good.

The records of the NORTHERN KENTUCKY CREDIT MEN'S ASSOCIATION, INCORPORATED, First National Bank

Building, Covington, Kentucky, have a record of James L. Hewitt, which dates from 1937, and which is the same as that of the Retail Merchants Credit Bureau of Cincinnati, with the exceptions, as follows:

He was formerly employed as a waiter by the University Club in Cincinnati, and his wife did general housework for Mrs. Schran at 226 East Twenty-sixth street, Covington, Kentucky.

At the CREDIT BUREAU, 1221 G street, Northwest, Washington, D. C., Miss Libonati produced a file relating to William F. Kusch, and his wife, Gertrude, dated October 23, 1939, at which time they resided at No. 6 Mansion Drive, Silver Springs, Maryland, to which address, according to the report, they had moved from No. 1629 Columbia Road, Northwest, Washington, D. C.

This file indicates that Mr. Kusch is white, married, and has a wife and two children dependent upon him for support, one of his children being a student at the United States Naval Academy. This report indicates he has resided at his present address since October 1, 1939, where he then rented a house. For sixteen years theretofore he rented an apartment at the Argonne Apartments, No. 1629 Columbia Road, Northwest, Washington, D. C., for which he paid \$150.00 a month. Before that he resided at No. 1639 Madison street, Northwest, Washington, D. C., and at Chicago, Illinois.

The report further states that he is manager of the dining car department of the Southern Railway, has been employed in that position for fifteen years, and in 1932 was reported as receiving \$7,000.00 per annum, approximately. He was transferred to Washington from Chicago, and formerly had been employed as an engineer on the Chicago, Milwaukee and St. Paul Railroad. His credit is reported as good.

At STONE'S MERCANTILE AGENCY, INCORPORATED, 1419 H street, Northwest, Washington, D. C., on January 14, 1941, Mrs. Tobin produced a file concerning William F. Kusch which contained a report dated September 22, 1939, indicating that Mr. Kusch, and his wife Gertrude, then resided at No. 1629 Columbia Road, Northwest, Washington, D. C., where they had been since 1928, and from which address they were reported as about to move to No. 6 South Mansion Drive, Silver Springs, Maryland.

The report described Kusch as aged about 45, married, white, and employed by the Southern Railway, McPherson Square, Washington. That report also indicated that there was a notation from his employer which stated "from about 1923 to date has been employed here as a manager of the dining car department; compensated at about \$5000.00 per annum; permanent position; regarded satisfactorily." He has a satisfactory credit rating

and it is stated that he pays as agreed.

At the Bureau of Records, Detective Bureau, Washington, D. C., Police Department, a search made of the records by Mr. F. E. O'Brien, on January 14, 1941, brought the information that the Department has no criminal records relating to William F. Kusch or to Walter A. Brooks.

MR. CERIS SEYFARTH, of the Files Section, of the Federal Bureau of Investigation, Washington, D. C., caused the indices of the Bureau to be checked and informed that no record was found therein relating to Sidney Joseph Badeaur, Walter A. Brooks, Henry C. Callaway, Alexander Dickson, Harry F. Lucas, Samuel C. Mitchell, David J. Gahagan, James L. Hewitt, and William F. Kusch.

MR. D. M. LADD, in charge of the Identification Division of the Bureau, assigned Mr. Miller of the card index section, who made a search of the index cards and reported that he found no criminal records on any of the above persons.

At the Criminal Records Section, Detective Bureau, Washington, D. C., Police Department, Mr. E. K. O'BRIEN caused a search of the records to be made and reported that his Department had no criminal record on William F. Kusch, Walter A. Brooks, Samuel C. Mitchell, Alexander Dickson, and Harry F. Lucas, all of Washington, D. C.

In view of the fact that Mr. Dale Whiteside, of the White House Detail of the United States Secret Service, stated that Pullman Inspector A. F. Brewer had informed him that he had heard that Mr. Sumner Welles had been involved in a similar incident which it is alleged happened sometime after this first incident hereinbefore described, in accordance with instructions issued an investigation was conducted into that incident which is alleged to have occurred on a regular run of a Pennsylvania train out of Washington, D. C.

In this second instance, the allegation has been made that Mr. Sumner Welles, Under Secretary of State, while traveling between Washington, D. C., on a Pennsylvania train which left Washington at 8.30 p.m. of September 27, 1940, and which arrived at Cleveland, Ohio, at approximately 8.30 a.m. of September 28, 1940, made similar obscene and indecent proposals to colored employes of the Pullman Company.

When the train, out of Washington, D. C., reached Harrisburg, Pennsylvania, at approximately 11.35 that night, the two Washington Pullmans were attached to train No. 39, from New York City to Cleveland, and thereafter became a part of that train which left Harrisburg at 11.45 p.m. Mr. Sumner Welles it appears traveled to Cleveland at that time to address the Foreign Affairs Council at the Hotel Statler, Cleveland, on Saturday, September 28, 1940. Mr. Welles, it is said, left that train at the Fifty-fifth street and Euclid Avenue Station at Cleveland, Ohio, before the train reached the downtown Cleveland station.

The employes of the Pullman Company and of the Pennsylvania Railroad Company that are alleged to have knowledge of that situation have been interviewed and incorporated into this report are the results of such interviews.

It is to be noted that Pullman Inspector A. W. Brewer stated that with respect to another incident which is alleged to have occurred a short time subsequent to the one on the Presidential special, it was his understanding that Mr. E. E. Ernest, chief of passenger transportation, Pennsylvania Railroad, Philadelphia, and Mr. J. F. Finnigan, manager of the dining car service of the Pennsylvania Railroad, possibly had information concerning such an incident in which Mr. Welles is said to have been involved.

MR. E. E. ERNEST, Chief of Passenger Transportation, Pennsylvania Railroad, Room 1644, Suburban Building, Philadelphia, Pennsylvania, was contacted on January 15, 1941, who advised that he would like to confer with Agents in this matter in the presence of Mr. J. F. Deasy, Vice President in charge of Operations, Pennsylvania Railroad, Room 1622, Suburban Building, Philadelphia.

Mr. Deasy informed that he had no official information concerning any incident involving Mr. Welles having occurred on any of the Pennsylvania lines. Asked whether he had heard anything with respect to such an incident, Mr. Deasy said that only a rumor or two had reached him, to which he gave no credence; that no record exists of any such incident, no investigation was made by the Pennsylvania Railroad, and using his words, Mr. Deasy stated, "no record whatever exists in this matter in the files of the Pennsylvania Railroad Company."

MR. O. W. SNODDY, Superintendent, Pullman Company, 1567 Suburban Building, Philadelphia, was interviewed, and stated that it is his information that Mr. Sumner Welles is alleged to have been involved in some misconduct in a Pullman car on a Pennsylvania Railroad train, between Washington, D.C. and Buffalo, New York, or Cleveland, Ohio, which incident is said to have occurred a short time after the alleged incident on the Presidential special train from Jasper, Alabama, to Washington, D. C., but that the details thereof were not familiar to him. Mr. Snoddy stated that Mr. H. E. Sanford was the Pullman conductor on the train when this incident is alleged

to have occurred. Mr. Snoddy advised that conductor Sanford could be located through the office of Mr. E. P. Schwotzer, district superintendent, Pullman Company, Room 175, Pennsylvania Terminal Building, New York City. Mr. Snoddy also informed that through Mr. Schwotzer's office, Agents would be able to obtain the names and addresses of the other Pullman Company employees having knowledge of this incident.

On January 16, 1941, MR. E. P. SCHWOTZER, District Superintendent, Pullman Company, New York City, was interviewed and stated that it is his information that Conductor H. E. Sanford, William Goins, attendant on a lounge car, and Pullman Porter Thomas Williams, all employees of the Pullman Company, are said to have information with respect to the alleged incident involving Mr. Welles. Mr. Schwotzer stated that William Goins and Conductor H. E. Sanford could be located at New York City, while Porter Thomas Williams might be located at Cleveland, Ohio. Mr. Schwotzer also stated that while he has no written record of this matter, it is his understanding that it is alleged to have occurred on Pennsylvania train No. 39, which runs between New York City and Cleveland, Ohio, which train at Harrisburg, Pennsylvania, picks up two Pullman cars out of Washington, D. C. destined for Cleveland, and that these Pullmans at Harrisburg, Pennsylvania, are attached to that train shortly after 11.00 p.m., the train arriving at Cleveland, Ohio, the following morning about 8.30 o'clock.

At New York City, on January 16, 1941, signed statements were obtained from Pullman Conductor H. E. Sanford and Pullman Attendant William Goins.

On January 16, 1941, Mr. J. F. Finnigan, manager of the dining car service, Pennsylvania Railroad, Sunnyside Station, Long Island, New York, was interviewed, and stated that he has no information either directly or indirectly concerning any incident involving Mr. Sumner Welles which is said to have occurred on a Pennsylvania Railroad train.

On January 17, 1941, MR. T. M. O'NEIL, District Superintendent, Pullman Company, Room 601, Century Building, No. 414 East Superior street, Cleveland, Ohio, stated that his only information concerning the incident in question came to him orally from Porter Williams several hours after it is alleged to have occurred; that no written report thereof was made, and that he preferred that Agents obtain the story from Porter Williams, who was then in Cleveland.

On January 17, 1941, Pullman Porter THOMAS WILLIAMS, residing at No. 2373 East Eighty-third street, Cleveland, Ohio, was interviewed and from him a signed statement was obtained with respect to the incident in question. In his statement, Porter Thomas Williams indicated that Pullman Porters F. E. Lewis, whose residence is Cleveland, Ohio, and Edorn Boston, whose residence is Philadelphia, Pennsylvania, but who makes a run to Cleveland, Ohio, are possibly in possession of information concerning the same situation in which Mr. Welles is alleged to have been involved. Pullman Porters F. E. Lewis and Edorn Boston were interviewed at Cleveland, Ohio, and from them signed statements were obtained. Porters Williams and Boston indicated in their statements that possibly the Pennsylvania train conductor and brakeman, whose names and addresses they did not know, were possibly in possession of information with respect to the incident in question.

At the time that Mr. T. M. O'Neil, District Superintendent, Pullman Company, was interviewed at Cleveland, he stated that he believed that some official of the Pennsylvania Railroad at Cleveland had information concerning the incident, as it was his understanding that the Pennsylvania Railroad had some men meet the train at the down-town station at Cleveland that morning of September 28, 1940, indicating that possibly the train conductor had sent a message to Cleveland headquarters of the Pennsylvania Railroad of some unusual happening on that train during the night. Mr. O'Neil stated that he believed that Mr. F. K. Erick, Division Superinten-

dent, Pennsylvania Railroad, at Cleveland, is the official who might have this information.

MR. F. K. KRICK, Division Superintendent, Pennsylvania Railroad, Fifty-fifth street and Euclid Avenue station, Cleveland, Ohio, was interviewed on January 17, 1941, and he stated that he had no information with respect to any such incident occurring on his division. Asked whether any information had been brought to his attention concerning such an incident occurring on any other division of the railroad, he stated he could not discuss it. He became very disturbed and stated he would not talk about it.

The "CLEVELAND PLAIN-DEALER," a Cleveland, Ohio, newspaper, in its issue of Sunday morning, September 29, 1940, carries a news item to the effect that Mr. Sumner Welles, Under Secretary of State, addressed a meeting of the Foreign Affairs Council, at the Hotel Statler, Cleveland, Ohio, on Saturday, September 28, 1940, as evidenced by clipping hereto attached.

At the CLEVELAND RETAIL CREDIT COMPANY, National City Bank Building, Cleveland, Ohio, on January 18, 1941, Miss Laura Bruce, Clerk, informed that the company has a file on Frank E. Lewis, residing at No. 2310 East Eighty-fifth street, Cleveland, with his wife, maiden name Lundy, covering the period from 1926 to 1939, which indicates that at first he was slow in payments of bills but later showed improvement in that respect. She further advised that the company has no file on Thomas Williams.

MR. FRANK BOCHIN, Records Division, Cleveland, Ohio, Police Department, advised that a search of the criminal records failed to show any criminal record on Thomas Williams or Frank E. Lewis.

On January 20, 1941, Agents called at the office of Mr. R. E. Grieve, Passenger Train Master, Pittsburgh Division, Pennsylvania Railroad Company, Room 206, Pennsylvania Terminal Building, Pittsburgh, Pennsylvania, for the purpose of locating and interviewing the conductor and brakeman of train No. 39, Altoona to Pittsburgh, on September 28, 1940.

On entering this office Agents were met by Mr. Amend, a lead clerk employed therein. He was told that Agents were desirous of getting in touch with the official of the company who could furnish information with respect to the names of the conductor and brakeman of a passenger train between Altoona and Pittsburgh some several months ago. Mr. Amend then asked what firm Agents represented. On being told we represented the Federal Bureau of Investigation, Mr. Amend replied "You are on the Sumner Telle matter." To that no answer was made by Agents and he introduced Agents to Mr. R. E. Grieve.

MR. R. E. GRIEVE then advised that the conductor between Altoona and Pittsburgh, Pennsylvania, on the train in question on September 28, 1940, was Mr. E. C. Stephens. He further stated that train did not have a brakeman but as baggage-master had John S. Kiesock, while its flagman was E. Q. B. Haupt.

MR. ELMER C. STEPHENS, residing at No. 1613 Alverado Avenue, Pittsburgh, Pennsylvania, who states he has resided at that address since October, 1914, and who is presently employed as a passenger conductor by the Pennsylvania Railroad, on its Pittsburgh Division, was interviewed. Mr. Stephens advised that he is 61 years of age and has been in the employ of this railroad for the past 38 years. He stated that in September, 1940, he was conductor on Pennsylvania train No. 39, which left Altoona, Pennsylvania, at 2.39 a.m. and arrived at Pittsburgh, Pennsylvania, at 5.05 a.m., where he turned the train over to another conductor. He also said that this train, which

operates between New York City and Cleveland, Ohio, at Harrisburg, Pennsylvania, has attached to it two Pullman sleepers out of Washington, D. C., which become a part of the train which arrives in Cleveland about 8.25 a.m.

Mr. Stephens stated when he was first questioned concerning the matter in question that it was a matter of deep concern to the officials of the railroad company, that he was reluctant to discuss it, and that he preferred not to make any written statement concerning it. He further stated that no written report of the incident had been made to the company by him but that he orally reported it to one of his superiors. Mr. Stephens orally furnished information, as follows:

He stated that after leaving Altoona on board this train No. 39 at approximately 2.39 a.m. on September 28, 1940, he had passed through the coaches, went into the Pullman section to work the Pullmans, and then into the lounge car, where he, Stephens, seated himself at a table to do his work. Mr. Stephens stated that seated only a few steps from him was the passenger whom he later came to know was Mr. Sumner Welles, who was leaning back, talking to a porter, whose name Mr. Stephens does not know. Mr. Stephens stated he was seated so near to Mr. Welles that he could hear all of the conversation, and that Mr. Welles kept asking the porter for whisky and soda; that he heard Mr. Welles make the same request at least four or five, or more, times, and the porter each time told him that he could not be served as it was then after hours. Mr. Stephens then stated that porter, who was supposed at that time to be off duty, left and Mr. Welles rang the signal and another porter answered. Mr. Stephens stated that he heard that porter, name not known, in answer to the order of Mr. Welles for whisky and soda tell him that he could not serve him as it was after hours. That porter left the car and again Mr. Welles rang and the same request was made by Mr. Welles and the same reply made by that porter, whom Mr. Stephens stated told Mr. Welles that he would give him any assistance he could, that he would help him back to his berth, but that he could not furnish him

with whisky and soda as the place was locked. The porter thereupon took Mr. Welles to his compartment, which was in Room A on one of the two Washington pullmans, the number of which Mr. Stephens does not now recall.

Mr. Stephens stated that when the porter returned from taking Mr. Welles to his room, the porter then told him, Mr. Stephens, that Mr. Welles had made an improper and indecent proposition to him, offering him fifty dollars for his services in connection therewith. Mr. Stephens stated that when the porter made the statement to him concerning Mr. Welles, Mr. Kiseock another employe of the railroad was present and heard it. On being asked to relate in his own words what the porter stated Mr. Welles had offered him fifty dollars to do, Mr. Stephens stated that the porter said that Mr. Welles wanted the porter "to suck him". Mr. Stephens further stated that Mr. Kiseock, who is a jovial fellow and more or less of a practical joker, said to the porter, "What do you mean? You turned down fifty dollars to suck a nice, clean dick?" and the porter replied that he would not accept five thousand dollars to do such a thing. Mr. Stephens said that the porter, according to his best recollection, was not in the room with Mr. Welles more than two minutes when he returned and told this story to him and to Mr. Kiseock.

Mr. Stephens states that he then asked that porter what space the passenger occupied, whereupon the porter told him that he had compartment A, which Mr. Stephens now believes was in Car No. 339, although not absolutely sure of the exact number. Mr. Stephens states that in checking his diagrams he then discovered that the passenger in question was Mr. Sumner Welles, and recalled that he had a special attention order from the company, advising that Mr. Welles was to be shown every courtesy and given all assistance within reason on the trip. Up to that time, states Mr. Stephens he did not know the identity of that passenger.

Mr. Stephens stated that a little while later Mr. Welles again came up into the club car or lounge car and sat down there. At that time Mr. Stephens was about finished with his work and therefore started forward on the train, to go into the passenger coaches. He states that he then noticed that Mr. Welles was going forward towards the passenger coach section of the train and realized that he was headed in the wrong direction. Mr. Stephens stated that as Mr. Welles started to go into the passenger coach he, Mr. Stephens, told him, "Your room is back the other way," in reply to which Mr. Welles said, "Is it?" Mr. Stephens stated that Mr. Welles then turned around, walked back in the direction of the Pullman cars, and that was the last he saw of him on that trip, as he, Stephens, at Pittsburgh turned the train over to another conductor.

Mr. Stephens further stated that while he could not state that Mr. Welles was intoxicated he had been drinking very heavily. Mr. Stephens also stated that in so far as he knows, Mr. Kiscock was the only other employe of the Pennsylvania Railroad who had any knowledge of this affair. Mr. Stephens also stated that he knows that Mr. Welles arrived on that train at Cleveland, because on the following day he read a newspaper article which reported that Mr. Welles made a speech at Cleveland. He further said that another Pullman porter on the same train, attached to the car in which Mr. Welles had his compartment, told him that Mr. Welles had awakened him while he was off duty and was sleeping in his berth in the smoking room; that that porter told him that Mr. Welles asked him, the porter, how old he was, in reply to which the porter stated he told Mr. Welles that he was sixty years old and Mr. Welles said, "You are too old," and asked him to send somebody else to his room but the porter advised him that he could not do that. Mr. Stephens stated that he did not know the name of that old Pullman porter, nor does he know the names of any other porters or attendants of the Pullman Company on that train. Mr. Stephens also stated that he never saw Mr. Welles before or since that trip.

On being asked to describe the Pullman porter who made the statement to him and to Mr. Kiscock, Mr. Stephens stated that he was a fellow close to six feet in height, with a decided droop in one of his eyes, as though that eye had been "lop-sided."

MR. JOHN S. KISSOCK, an employe of the Pennsylvania Railroad Company since 1906, was interviewed at his residence, 67 Parke street, Crafton, Pennsylvania, where he has resided since about 1918, on January 20, 1941. Mr. Kissock, who states he was born in County Antrim, Ireland, advises he was a member of the Pennsylvania train crew on train No. 99, from Altoona to Pittsburgh, Pennsylvania, on September 28, 1940, the conductor of which train was Elmer C. Stephens, Mr. Kissock being the baggage-master on that particular train, which train, he stated it is his present recollection left Altoona sometime after two a.m. and arrived at Pittsburgh sometime in the vicinity of 5.02 a.m. Mr. Kissock stated that while he would discuss the incident orally with Agents, he preferred not to make any signed statement in connection with the affair.

Mr. Kissock stated it is now his best recollection that that train was about an hour and a half out of Altoona, at which time he was near the end of the day coach when Conductor Stephens came up to him and said, "John, come on back to the lounge car; something has happened there." Mr. Kissock states that he went to the lounge car with Mr. Stephens and saw the passenger in question sitting there. He stated that while he would not say that the passenger was drunk he had the appearance of a person who had been drinking. He stated that Mr. Stephens told him that he, Stephens, had some other work to do and did not want to leave the passenger in question alone and wanted Mr. Kissock to watch him. At that time, according to Mr. Kissock, Conductor Stephens told him of the experience of the Pullman porter with the passenger.

Mr. Kissock stated that Conductor Stephens then told him that the passenger in question had offered the Pullman porter fifty dollars "to get down on him." He states that Conductor Stephens then went to the drawing room and came back and said, "Do you know who that was?" in reply to which Kissock said he did not, and Mr. Stephens then told him that the passenger was Mr. Sumner Telles, stating that he, Stephens, had an order on him, and remarked, "What do you think of the son of a gun." Mr. Kissock states that the passenger then got up and left the lounge car. Then, according to Mr. Kissock, the porter involved in the incident came into the car and repeated his experience with Mr. Telles. According to Mr. Kissock, that porter then told the two of them, Messrs. Stephens and Kissock, that he, the

porter, had been back in the room with the passenger and that the passenger had offered him fifty dollars. On being asked what service the porter reported he was to furnish in return for this fifty dollars, Mr. Kissock claimed that the porter did not say exactly what it was and that they, meaning Stephens and Kissock, started to "kid" him about it, saying to him, "You could not earn fifty dollars any easier than that," in reply to which the porter said something to the effect that "You have to work three years to become a carpenter or a brick-layer but it takes only one suck to make a cock-sucker."

Mr. Kissock further stated that he had no conversation at any time with Mr. Sumner Welles, and that the last time he saw him he was between the day coach and the first sleeper on the train, standing there near the entrance to the day coach, as he, Kissock, passed him. Mr. Kissock further stated that he made no report of this matter, oral or written, to his superiors and that he does not know whether or not the conductor made a report of it. He further stated that he does not know the name of the Pullman porter who related the incident to him, but recalls that he was a fellow "with a funny eye".

At the CREDIT BUREAU, INCORPORATED, Chamber of Commerce Building, Pittsburgh, Pennsylvania, it was learned that John S. Kissock, 57 Parke street, Crafton, Pennsylvania, owns his own property at that address, pays his bills promptly, and has a small checking account at the Union Trust Company, Pittsburgh.

At the same bureau, it was learned that Elmer C. Stephens, a passenger conductor, residing at 1813 Alverado Avenue, Pittsburgh, owns his own property, has a small savings account at the Dollar Savings Bank and a checking account at the First National Bank, Pittsburgh, and that all his bills are paid within thirty days.

Inquiry at the Pittsburgh Police Department and the Allegheny Detective Bureau, Pittsburgh, revealed no criminal record of John S. Kissock or Elmer C. Stephens.

MR. T. M. O'NEIL, District Superintendent, Pullman Company, Room 601, Century Building, 414 East Superior street, Cleveland, Ohio, stated that Pullman porters Thomas Williams, Frank E. Lewis, and Edorn Boston have been with the Pullman Company for many years and that they have proved themselves to be reliable, trustworthy and dependable employees.

Signed statements, which were obtained from the following employees, are incorporated herein and are as follows:

William Goins, of Jamaica, Long Island, New York, a Pullman Company employee;

Thomas Williams, of Cleveland, Ohio, a Pullman Company porter;

Frank E. Lewis, of Cleveland, Ohio, a Pullman Company porter;

Edorn Boston, of Philadelphia, Pennsylvania, a Pullman Company porter; and

Henry E. Sanford, of New Brunswick, New Jersey, a Pullman Company conductor.

New York, N. Y.
January 16, 1941.

I, the undersigned, William Goins, on oath, depose and say:

My full name is William Goins. I am 23 years of age and am single. Presently I reside at 111-23 156th street, Jamaica, Long Island, New York. I have lived at that address about two years. Prior to that I resided for a short while at 686 St. Nicholas Avenue, Manhattan, New York City. Prior to that for about five years I resided at 154 West One Hundred Forty-first street, New York City. I was born at Winston-Salem, North Carolina. I have been employed by the Pullman Company as an attendant since November 14, 1938. I have never been arrested. In September, 1940, I was employed by the Pullman Company. I am known as an extra bus-boy with the Pullman Company. I have not been with the company long enough to be permanently assigned as a regular bus-boy or attendant on a lounge car. In September, 1940, I was assigned as attendant on the lounge car which was a part of train No.39, of the Pennsylvania Railroad, running between New York City and Cleveland, Ohio. This leaves New York City in the evening and arrives at Cleveland the following morning. It passes through Philadelphia and Harrisburg, Pennsylvania. At the offices of the Pullman Company, in New York City, on January 16, 1941, I saw the man who was the Pullman conductor on train No.39 on the trip that this incident occurred, but I do not know his name. I have been informed that this Pullman conductor's name is Mr. Sanford. I do not remember the names of any of the Pullman porters on that train.

At about midnight, as well as I can now recall, on this trip I was serving some passengers in the lounge car. All of the passengers in the lounge at the time excepting one, a tall man, not too slender, in his fifties, to the best of my recollection, with a small blonde moustache, who to me seemed to be of distinguished appearance, left the lounge car. After these passengers had gone from the car this man who remained signaled for me. He was seated at the other end of the lounge from the buffet. I answered the signal, and the man ordered a scotch and soda, which I served him. The price of the scotch and soda was seventy cents. In payment this man gave me two one dollar bills. I informed him the price of the drink was only seventy cents and he said for me to keep the change, which I did. I returned to the buffet.

After a few minutes this man rang for me again and I answered. He asked me my name and I told him what it was. He then asked me if I wanted to make thirty dollars. I told him I was on the train to make money. I told him thirty dollars was a lot of money. He then told me that he wanted me to come back to his room, which was about two cars back. He did not tell me

William Goins,

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what he wanted me to do in his room or what he wished me to do for the thirty dollars. I told this man I could not leave the car. He asked me what time I got off duty and I told him at two a.m., as I remember. I continued to tell him that I could not leave the car and he told me not to be foolish, or words to that effect which mean the same thing. He then told me would give me as much as fifty dollars if I would come back to his room. I told him that I could not leave the car and I did not go to his room at any time. I served this passenger three or four scotches and sodas and each time I served him he pestered me by offering me money to come to his room but each time I told him that I could not go to his room and that I could not leave the car. I remember that when he had offered me the money to come to his room I told him that I thought there was some kind of a catch in the one dollar and thirty cent tip he had given me at the time that I served him the first drink that night and offered to return this money to him but he did not accept it.

As I remember now, while this passenger was in the lounge the Pullman conductor came in and sat down at the desk and I believe worked on his records for a few minutes. I don't recall that I had any conversation with the conductor at that time. The conductor left shortly thereafter. The desk at which the conductor was seated is at the opposite end of the lounge from that where the passenger was seated. As I remember it, while this incident was going on a Pullman porter, whose name I don't know, came into the lounge, I believe to purchase something from the buffet. I told this porter that this passenger who was still in the lounge was pestering me and that he had offered me money to come to his room and this porter told me that kind of thing was to be expected on the job I had and that I should not let it bother me, or something like that.

After I had finished serving this passenger with drinks, I got the shoes of the passengers in my car and brought them to a place near the buffet and was shining them while seated there. This passenger I have described got up and came towards the buffet. When he was opposite a table on which there was a lamp, the train made a turn and this passenger was thrown against the table and a table lamp was smashed by him. I went to the passenger and assisted him in getting up. I told this passenger that I would be questioned about how the lamp was smashed and he told me not to worry about the lamp. If I remember correctly the train or railroad conductor came through about that time and this passenger then returned to the seat he had formerly occupied the entire time he was in the lounge.

William Goins,

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I finished shining the shoes, went back to the adjoining car to awaken the porter, whose car I had been taking care of while he was sleeping, and told him I was to retire. When I retired he was to take care of my car. I then went to bed in my car and when I left the lounge that passenger was still in there. I would say that this passenger from the time I served him the first scotch and soda until I retired was in the lounge about two hours.

I have already stated that this passenger did not say what he wanted me to do in his room for the money he offered me, but I thought he was "queer" or "funny". I was suspicious of him.

~~I did not know him and did not know his name.~~ M.G.

I got up the next morning about five o'clock, went about my duties, and shortly before the train arrived at Cleveland, as well as I recollect, the Pullman conductor came to me and asked me if I had anything unusual happen in the car the night before involving a passenger. I told the conductor about what I have already told here. The conductor mentioned that this passenger had pestered some other porters during the night. The conductor told me to treat this matter in strict confidence. He told me that he would report it to the superintendent of the Pullman Company at Cleveland and it was understood that I would be called in to tell what I knew. I did tell some official of the Pullman Company in Cleveland about what I have told here. If I remember correctly, the Pullman conductor that morning told me that the passenger who had bothered me the night before was Mr. Sumner Welles. I never saw him before nor have I seen him since. This is all that I know about this incident.

In so far as I know there were no railroad employees who knew about this matter.

William Goins

Then personally appeared before me, Dwight Brantley, Special Agent in Charge, Federal Bureau of Investigation, at New York, N. Y., this sixteenth day of January, 1941, the above named William Goins, who made oath to and subscribed the above statement.

Dwight Brantley
Special Agent in Charge.

Witness:

J. H. West

Notary Public.

Cleveland, Ohio,
January 17, 1941.

I, the undersigned, Thomas Williams, on oath,
depose and say:

My name is Thomas Williams. I am 58 years of age and was born at Greenville, South Carolina. I am married. I have resided in Cleveland, Ohio, for twenty years or more and for the past six years have resided at No. 2373 East Eighty-third street, Cleveland. Before that I resided in Thirty-ninth street, Cleveland, but I do not now remember the number. I have been employed as a porter by the Pullman Company for twenty years. In September, 1940, I was so employed and was assigned to the run between Cleveland and Washington, D. C., and return. The train on which I was running at that time was one of the Pennsylvania Railroad trains. This train left Washington about 8.30 in the evening. There were two Pullmans which left Washington which were brought on straight through to Cleveland. At Harrisburg, Pennsylvania, these two Pullmans were attached to Pennsylvania train No. 39, running between New York City and Cleveland. The train from Washington arrived at Harrisburg about 11.30 p.m., and the train from New York City to Cleveland to which these Washington Pullmans are attached left Harrisburg about 11.45 p.m. and arrived at Cleveland at 8.25 a.m. the following morning. This incident occurred in September, 1940, but I don't remember the date.

At Washington, D. C., a passenger got on my car and occupied Drawing Room A. This passenger was destined for Cleveland, Ohio. I saw this passenger when he got on the train at Washington. I did not know his name. He was fifty years old or more, in my judgment; he was tall, well-dressed, and I thought he was a fine-looking man. As soon as the train pulled out of Washington I went through my car and went to the door of Drawing Room A, but the passenger was not in there. He was not in my car at the time. I suppose that he had gone to the lounge car, as the red cap who took this passenger's baggage into the drawing room when he boarded the train told me when he left the car that the passenger in Drawing Room A was a fine man, for me to take good care of him, and that he had gone up to the lounge car. The lounge car that was attached to the train when it left Washington goes through to Buffalo, New York.

On this run I went off duty at 10.00 p.m. and retired in a space in the smoking compartment of my car. While the train was at Harrisburg and while I was in my

berth, a man came into the smoking compartment, shook the curtain which was drawn over my berth and awakened me. This passenger asked me, "Are you my porter?" and I replied that I was. He asked me how old I was and I told him that I was fifty-eight years old. He then told me that he wanted to see a boy in Drawing Room A for a few minutes. I then told him to ring the bell and that the porter in the next car would answer him. It is customary that when one porter is off duty that the porter in the adjoining car will answer calls in the car in which the porter is off duty. This passenger apparently rang the bell and I had no further conversation with him at that time. He did not say what he wanted with the boy in his room and I did not ask him. The porter from the other car, I believe, answered the signal of this passenger because I heard the door slam shortly after the ring. As soon as this passenger rang he left the smoking compartment and I suppose went to the drawing room which is in the opposite end of the car. I heard no conversation between the passenger and the porter from the other car.

TW
I arose and went back on duty at 2.00 a.m. Shortly after I got back to duty I saw a Pullman porter, known to me as Boston, who runs out of Philadelphia to Cleveland, and who was on duty on one of the cars on that train, with the passenger in Drawing Room A of my car. This porter entered my car with this passenger and asked me if the man was my passenger and I told him he was and that he belonged in Drawing Room A. This man with the porter looked to me as though he had been drinking pretty heavily. The porter took him to his drawing room, entered with him, pushed the door to and remained in there for a moment or two and then left for his car. I had no conversation with Porter Boston about this man.

The porter who was watching my car while I was off duty that night is a man named F. E. Lewis, of Cleveland, Ohio, who at that time was porter on one of the cars running from Cleveland to Washington and back. Porter Lewis, when he came back to wake me up that morning, was asked by me what the passenger in Drawing Room A wanted when he called him. Porter Lewis told me that he had no time to bother with that passenger. This is all the conversation I had with Porter Lewis about this man.

About an hour after I came back to duty at 2.00 o'clock that morning, the railroad conductor, whose name I don't know, came to my car and asked me if the passenger in Drawing Room A got to bed all right, as he, the conductor, said he had started him out of the club car some time before.

Thomas Williams,

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I told the conductor that the man had retired. That is all the conversation I had with the railroad conductor about this man.

I called that passenger in Drawing Room A at 7.30 o'clock that morning, which was about forty minutes out of Cleveland. Shortly after I called this passenger the Pullman conductor on that train, whose name is Mr. Sanford, came to my car and said that he wanted to see the passenger in Drawing Room A about some lamp which had been broken in the club car sometime during the night. The conductor rang the bell of the drawing room A but got no response from the passenger and then the conductor left. This is all the conversation I had with this Pullman conductor about this passenger.

The lounge car on this train, after it leaves Harrisburg, is a lounge car that starts out from New York City and goes through to Cleveland. I do not know the attendant who was in charge of that lounge car that night, did not see him, and had no occasion to contact him at all on that trip.

The passenger in Drawing Room A got off the train at the Fifty-fifth and Euclid Avenue Station at Cleveland that morning. I had no conversation with him at the time except to say "Good morning," and "Good-bye". That morning in Cleveland I made a report of this matter to District Superintendent of the Pullman Company in Cleveland, which is required when any incident occurs on a Pullman car. When I made my report that morning of this matter, Mr. Bacon, assistant to the superintendent, told me that the passenger in Drawing Room A in my car on that trip was Mr. Sumner Welles, which was the first time that I knew his identity. This is all I know about this matter.

Thomas Williams

Then personally appeared before me, Dwight Brantley, Special Agent in Charge, Federal Bureau of Investigation, at Cleveland, Ohio, this seventeenth day of January, 1941, the above named Thomas Williams, who made oath to and subscribed the above statement.

Dwight Brantley
Special Agent in Charge.

Witness:

A. B. [unclear]
Special Agent.

Cleveland, Ohio,
January 18, 1941.

I, the undersigned, Frank E. Lewis on oath, depose and say:

My name is Frank E. Lewis. I am 51 years of age and was born at Woodstock, Virginia. For approximately twenty years or more I have been residing at No. 2310 East Eighty-fifth street, Cleveland, Ohio. I am employed as a porter by the Pullman Car Company and have been so employed for more than eighteen years. For about three years last past I have been engaged as a Pullman porter on the run between Cleveland, Ohio, and Washington, D.C., and return, over the Pennsylvania Railroad Company tracks. On that train, the train leaves Washington about 8.30 at night; at Harrisburg the two Pullmans out of Washington are attached to train No. 39, of the Pennsylvania Railroad, out of New York City, and the train then leaves Harrisburg about 11.45 p.m. and arrives at Cleveland about 8.30 the next morning. In September, 1940, I was employed on that run and the aforementioned disposition of cars at Harrisburg and times of arrivals and departures were maintained as I have stated.

Porter Thomas Williams was assigned to the other Washington car on that train. I was answering signals in Porter Williams car when he was off duty from about 10.00 at night until about 2.00 o'clock in the morning. The Washington cars are switched at Harrisburg and I remember that I was putting up the gate in the car when I saw a rather tall, well-dressed, light-complexioned, distinguished appearing man coming from the lounge car to the Washington Pullmans. That passenger told me that he had Drawing Room A in Porter Williams' car. He asked me at this time whether there would be a lounge car on the train from Harrisburg to Cleveland and I told him there would be. He then went onto his Drawing Room. He rang for me a short time later and I answered. I asked him if I could do anything for him. He asked where his porter was and I told him he was off duty. I left and this passenger then went to the lounge car. I had no further conversation with him and nothing unusual happened with this passenger so far as I know. I believe it was Porter Williams who told me that the passenger was Mr. Sumner Welles of Washington. That is all that I know about this passenger.

Frank E. Lewis

Then personally appeared before me, Dwight Brantley, Special Agent in Charge, Federal Bureau of Investigation, at Cleveland, Ohio, this eighteenth day of January, 1941, the above named Frank E. Lewis, who made oath to and subscribed the above statement.

Witness:

Special Agent.

Dwight Brantley
Special Agent in Charge.

Cleveland, Ohio,
January 17, 1941.

I, the undersigned, Edorn Boston, on oath, depose
and say:

My name is Edorn Boston. I am 50 years of age and was born at Jamesville, North Carolina. I am married. I am presently living at No. 5306 Race street, Philadelphia, Pennsylvania, where I have lived since June, 1940. Before that I used to live at No. 123 North Fifty-third street, Philadelphia. I am employed as a porter by the Pullman Company and have been employed by that company for the past twenty-eight years. In September, 1940, I was a Pullman porter on that train numbered 39, between New York City and Cleveland, over the Pennsylvania Railroad.

That train picks up at Harrisburg, Pennsylvania, two Pullmans from Washington for Cleveland. Those cars become a part of that train that goes onto Cleveland. This incident occurred in September, 1940. I don't remember now the exact date. I know now and knew then that Porter Williams was a porter on one of those two cars from Washington to Cleveland. This incident occurred between Altoona, Pennsylvania, and Pittsburg, Pennsylvania, about four o'clock in the morning, as well as I recollect. I got up at 2.30 a.m., after having been off duty. I was answering bells in the Punge car when the attendant in that car was off duty. I recall that I answered a bell from the lounge car and found just one man in that car. I did not know the man's name at that time but he was tall, about fifty-five to sixty years old, and I thought he was a nice looking man. When I answered the bell this man wanted a drink but I told him I could not serve him as the buffet was closed. I asked him if I could do anything else for him and he told me to take him to his room, which was Drawing Room A in one of the Washington Pullmans in which Porter Williams was assigned. I took this passenger back to the drawing room in that car. I left his drawing room and he called me back. I thought that he called me back to tip me. He told me to come inside and to close the door. I pushed the door to but kept one hand on it all the time. Then this passenger said to me that he "wanted me for some screwing purposes." I said "screwing purposes?" and he said, "Yes." I then told him that I do not do that kind of a thing. He said he would give me twenty dollars. I told him that money meant nothing to me in a matter of that kind. He then offered me fifty dollars and I left him and had nothing more to do with him. No other person heard this conversation.

I then returned to my car and began my duties. I was shining shoes and in about ten minutes I got another ring from the lounge car. I answered again and found the same passenger in there.

C. B.

Edorn Boston,

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That passenger wanted a drink but again I told him that I could not serve him. I then disconnected the bell cord between my car and the lounge car so that I would not be bothered by him any more. I then returned to my duties of shining shoes in the smoking compartment of my car. I had been back there but a little while when the train conductor and the brakeman, whose names I do not know but who are employed by the Pennsylvania Railroad operating between Altoona and Pittsburg, came into the compartment, and wondered why I had not answered the signal from the lounge car, as the passenger up there had been pushing the button. I told them that I had disconnected the signal between the two cars because the man had been drinking and I did not want to be bothered by him. The train conductor then told me that the passenger was Mr. Sumner Welles and he showed me a little typewritten note which indicated that Mr. Welles was to receive special treatment and courtesy on the train. These men told me that I should look after this passenger inasmuch as they had a note that he was to be given special attention. I then told them that I did not want to be bothered and that this passenger had said that he wanted to use me for some "screwing purposes". While I was in there talking to these two men this man whose name had been given to me as Mr. Welles came to the door of the smoking compartment, took a look in, and went on and I did not see him again.

When I left the Pullman to which I had taken this passenger I told Porter Williams that I wished he would look after his passenger and this was all that I ever said to Williams about it. I have not discussed this matter with any other people excepting the train conductor and the brakeman of the Pennsylvania Railroad who were on the train that night. This is all that I know about this matter, and I do not know what this passenger meant when he said that he wanted to use me for "screwing purposes" as I got away from him and had nothing further to do with him, excepting to answer his bell that one other time.

Edorn Boston

Then personally appeared before me, Dwight Brantley, Special Agent in Charge, Federal Bureau of Investigation, at Cleveland, Ohio, this seventeenth day of January, 1941, the above named Edorn Boston, who made oath to and subscribed the above statement.

Dwight Brantley
Special Agent in Charge.

Witness:

[Handwritten signature]
[Handwritten signature]

New York, N. Y.,
January 16, 1941.

I, the undersigned, Henry E. Sanford, on oath, depose
and say:

My name is Henry E. Sanford. I am 34 years of age and was born at North Adams, Massachusetts. My present address is 354 Semon street, New Brunswick, New Jersey. I am employed as a conductor by the Pullman Company. I have been so employed for the past seventeen years. I have resided at New Brunswick, New Jersey, for the past twenty years. Since October, 1940, I have lived at the Semon street address, at New Brunswick, New Jersey, and prior to that I used to live at 170 Somerset street, New Brunswick, New Jersey.

On September 27, 1940, I was Pullman conductor on Pennsylvania train No. 39, running between New York City and Cleveland, Ohio. This train leaves New York City about 6.50 p.m.; it passes through Philadelphia and Harrisburg, Pennsylvania. At Harrisburg this train picks up two Pullman cars from Washington, D. C., destined for Cleveland, Ohio. In other words those two Pullman cars from Washington become a part of Pennsylvania train No. 39. We left Harrisburg at about 11.35 that night destined for Cleveland and arrived at Cleveland at about 8.00 o'clock in the morning of September 28, 1940.

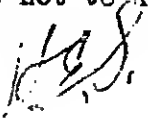
It is a part of my duty to go through those two Pullmans from Washington which are attached to the train at Harrisburg, to make a check-up. I went through these cars, and as I got to the smoking room of one of those Pullmans I found that the porter in that car, T. Williams, a colored man, had retired to the space he uses for sleeping which is in the smoking compartment. He was in bed. Seated on the small seat in that smoking compartment in which Porter T. Williams had retired was a passenger, a rather tall, well-dressed, steady man. I would say that that man was somewhere in his fifties. Before I reached the door of that smoking compartment I heard voices but could not distinguish any words. When I entered the smoking compartment I heard no more conversation. I asked that passenger, the man seated on the small seat, whether I could do anything for him and whether he wanted anything, to which he replied that everything was well taken care of. I had no conversation at that time with Porter Williams.

After I left that smoking compartment I then went to the lounge car, which was approximately five cars ahead of the Washington Pullman I have just mentioned. The passenger I have men-

tioned as being in the smoking compartment was a passenger from Washington, D. C., on his way to Cleveland, Ohio. This I learned from his ticket. He had a drawing room in the Pullman car in which T. Williams was porter. I do not at this time remember the name of that Pullman car or its number on the train. I had not been in the lounge car a half an hour until the passenger I had seen in the smoking compartment, as mentioned above, came to the lounge car. The attendant in that lounge car was W. Goines, a colored man, and an employee of the Pullman Company. When this passenger came into the lounge, Goines and I were the only other persons present there. I was seated at the little writing desk in the lounge doing some work. The passenger ordered something from Goines. I believe he ordered a drink. I remained in the car, the lounge, about a half an hour after the passenger entered it and then retired for the night to another car on the train, leaving the passenger and Goines in the lounge. At no time while the three of us were in there did I hear any conversation between Goines and the passenger. I had no conversation with the passenger in the lounge car.

I arose the next morning at approximately six o'clock and went through the train as is my duty. When I got to the Washington Pullman in which Williams was porter, I asked Williams if everything was all right. Williams began to laugh, when I asked him that, and said that the passenger who had been in the smoking compartment in which he, Williams, slept, at the time that I had checked the train after it left Harriensburg the previous night, "had tried to make me", meaning him, Williams. I asked Williams what he meant by the passenger trying "to make him". Williams replied that this passenger had propositioned him. Williams did not go into details or furnish me any further explanation about being propositioned by that passenger, other than that Williams did tell me that he informed the passenger that he, Williams, was an old man with a family and that he was not interested in anything of that kind. I cautioned Williams to not discuss the matter.

After this conversation with Porter Williams I went to Attendant W. Goines, who was in the lounge car of that train, and asked him if he had had any conversation with that passenger who was in the lounge at the time I left it. I asked Goines whether he had had any conversation or any experience out of the ordinary with the passenger. Goines told me that the passenger had talked to him and had asked him some questions but that he, Goines, just "played dumb". Goines did not tell me that the passenger had tried to proposition him and I did not question him any further about it, as it appeared to me that Goines did not want to talk about it. I at the time told Goines not to discuss the matter with others.



I told Porter Williams and Attendant Goines that it was my duty to make a report to the Pullman superintendent, Mr. O'Neil, at Cleveland, Ohio, and that they very likely would be called upon to tell him what they knew of it, and for them to tell him the truth. Of my own knowledge I do not know whether they were ever called upon to make any report but I did make a verbal report of it to Mr. O'Neil.

When this train arrived at the Euclid Avenue and Fifty-fifth street station, in Cleveland, Ohio, that morning, the passenger I saw seated in the smoking compartment and later in the lounge the night before, detrained. He was met by a group of men. The train then went on into the old Union Station at Cleveland. When I got off the train at the old Union Station at Cleveland I saw two or three special agents or police of the Pennsylvania Railroad, one of whom asked me "Where is the funny boy?" and I asked him what he meant by "the funny boy", to which one of them replied "The big shot from Washington." I then told them that a passenger from Washington had detrained at the Euclid Avenue station. One of these special agents or police of the Pennsylvania Railroad then told me that that passenger was Mr. Sumner Welles, Under Secretary of State. I then recalled that the winter before Mr. Welles was a passenger on a train on which I was conductor from Florida to Washington. I then was able to recall that Mr. Welles was the same passenger I had seen seated in the smoking compartment in Porter Williams car, and in the lounge car, the night before and ~~with~~ whom I had discussed with Porter Williams and Attendant Goines. HED

Porter Williams, Attendant Goines and I so far as I know are the only employees of the Pullman Company on that train who knew anything about this matter. So far as I know no employees of the Pennsylvania Railroad had any knowledge of what had happened and I do not have any idea how those special agents or police of the Pennsylvania Railroad, who were at the train that morning in Cleveland, may have learned anything about it, nor do I know just what they meant. I never made it my business to try to find that out. This is all that I know about this incident.

Henry E. Sanford.

Then personally appeared before me, Dwight Braggley, Special Agent in Charge, Federal Bureau of Investigation, at New York, N. Y., this sixteenth day of January, 1941, the above named Henry E. Sanford, who made oath to and subscribed the above statement.

Dwight Braggley
Witness.
Special Agent.

Dwight Braggley
Special Agent in Charge.

MR. ROBERT A. GUERIN, Assistant Special Agent in Charge, of the New York City Field Division, reported that a check had been made with the CREDIT BUREAU OF GREATER NEW YORK, 155 Fifth Avenue, New York City, and no record was found therein concerning William Goins.

Mr. Guerin also informed that the files of the New York City Police Department were searched and that no criminal record was found on William Goins.

MR. E. E. CONROY, Special Agent in Charge, of the Newark, New Jersey, Field Division, reported that he caused a check to be made of the credit bureaus in New Brunswick, New Jersey, but no record was found relating to Henry E. Sanford.

Mr. Conroy also reported that a check had been made of the records of the New Brunswick, New Jersey, Police Department, where it had been ascertained that Henry E. Sanford has resided in New Brunswick for several years, where he is considered as a man of good habits and of excellent reputation, and no criminal record on him was found.

SPECIAL AGENT IN CHARGE J. F. SEARS, of the Philadelphia Field Division, reported that a check had been made at the Philadelphia Credit Bureau and at the Retail Credit Bureau of Philadelphia, but no record was found in either place relating to Edorn Boston.

Mr. Sears also reported that no record was found at the Philadelphia Police Department concerning Edorn Boston.

MR. E. P. SCHLOTZER, Superintendent, Pullman Company, Room 175, Pennsylvania Terminal, New York City, stated that Conductor Henry E. Sanford and employee William Goins are considered reliable and trustworthy employees and have at all times since they have been with the Pullman Company rendered good service.

MR. D. M. LADD, in charge of the Identification Division, Federal Bureau of Investigation, Washington, D. C., caused the records there to be checked and advised no criminal record was found therein of Elmer C. Stephens, Frank E. Lewis, John S. Kiasook, Edorn Boston, William Goins, Thomas Williams, and Henry E. Sanford.

MR. CHRIS SEYFARTH, of the Files Section, Federal Bureau of Investigation, Washington, D. C., caused a search to be made of the indices of the Bureau and found no reference therein to any of the above named persons.

Respectfully,

Henry E. Brantley
Special Agent in Charge.